

Public Involvement Overview

September 2010

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Speakers Bureau:

- Tuesday, September 14 Rotary Club of Hawaii Kai
- Friday, September 17 Travel Industry Management Class
- Thursday, September 23 Castle High School Meeting w/ Vice Principal & Art Teacher
- Tuesday, September 28 Rotary Club of Waianae Coast

Neighborhood Board Meetings:

- Thursday, September 2 Downtown Neighborhood Board
- Tuesday, September 7 Waianae Neighborhood Board
- Thursday, September 9 Aliamanu/Salt Lake/Foster Village Neighborhood Board
- Tuesday, September 28 Pearl City Neighborhood Board

Community Events:

- Tuesday, September 21 Job Quest Job Fair
- Friday September 24 – 26th Annual Good Life – Senior Expo
- Sunday September 26
- Tuesday, September 28 Energy Expo

TV/Radio Appearances:

- Wednesday, September 1 `Ōlelo Show w/Wayne Yoshioka
- Thursday, September 30 Gene Park Interview w/ Toru Hamayasu

September 2010 website and hotline comments

Submission Method	Submission Date	Submission Content/Notes
Website	09/06/2010	Where do I get the EIS booklet?
Website	09/13/2010	I'm inquiring to get more information about subcontracting opportunities for the Rail project. I would like to be on the list of bidders for consideration for subcontracting opportunities. Please advise on how I can add my company's name to the list or get more information on how to participate for bids. Thank you.
Website	09/18/2010	can you please tell me how much longer it is going to take to get your project going to start up?. and is any other person trying to stop you from doing the rail project that needs to be dun for oahu/honolulu hi?. i want to see somw work started and when and is it going to be a good system for all part of oahu from the point of the island to up H-2 the end and back into town with 2 or 3 places for the rails trains can start out from and make it easier for every one to get around town and the bus system to go to and start there services to. with out paying much money for a buss pass and for the rails system to?.
Website	09/18/2010	who do we blame if the rail does not suceed

* Submission Content / Notes have not been edited for spelling grammar. They appear as written. Mailing list requests, procurement, FEIS DVD requests and non material comments are not shown above. Only comments/inquiries/suggestions are shown.



Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 01, 2010

Make sure rail is done properly

Gov. Linda Lingle is doing the right thing in reviewing the final environmental impact statement for the rail transit system. For her to do otherwise would risk having the rail suffer the fate of the Superferry. We want rail transit to succeed, but it has to be done the legal and right way.

Wilma L. Albano
Honolulu

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Editor's Page: Trains Kill Buses

Twenty years of urban rail expansion in Los Angeles has done nothing to improve traffic and a lot to strangle bus service.

A. KAM NAPIER



PHOTO BY: LINNY MORRIS

Mufi Hannemann may be out as mayor of Honolulu, but plans for rail go on. The strongest contenders in this month's election support it, including acting Mayor Kirk Caldwell and city prosecutor Peter Carlisle. Only University of Hawaii engineering professor Panos Prevedouros opposes rail, advocating high-occupancy expressways.

HONOLULU Magazine does not endorse candidates. For whom you vote, or whether you vote at all, is not our business. It's up to the candidates to convince you if rail or expressways are the way to go. But transportation is one of the city's most pressing issues, and what I can do for you this month is take you to Los Angeles.

Sorry, no, we're not going to Disneyland, though a monorail may be involved. This summer, the city of Los Angeles celebrated the 20th anniversary of its Metro Rail system, an \$8-billion experiment in a car-crazy city of millions.

The result? Traffic is still congested and mass transit use has actually declined. "Rather than bolster ridership ... the emphasis on rail has come at the expense of the MTA's vast network of buses and may have cost the agency at least 1.5 billion passenger boardings from 1986 to 2006," wrote the Los Angeles Times on July 23, 2010.

Trains kill buses. Trains cost more than buses. Trains will never come to you where you are, unless you consent to live in the sort of dense, transit-oriented developments that politicians whip up in order to retroactively justify their trains.

Any regular reader of this column knows I've been a skeptic of rail in Honolulu for years. It strikes me as the most unimaginative, 19th-century use of \$5 billion we could possibly find. Even buses seem fussily 20th century, rationed and limiting. True 21st-century technology is networked, decentralized, on-demand. Traffic is a distribution problem, the sort of thing that can be more cheaply solved with better data than with miles of concrete.

Forget train tracks and bus lines. Imagine a network of on-demand shuttle buses. From your home or your phone, you send the network a request to go somewhere. The network knows where you are—after all, your phone already does, just ask it—so it examines other nearby requests, sorts by destinations, locates the nearest shuttle (also tracked through

real-time GPS), and tells you when driver Bob Drivington will be swinging by to pick you up. You get door-to-door service in shared vehicles that only go where they need to go, and only when they need to go somewhere.

Assume that these are electric shuttle vans, not gasoline-powered. This transit network could be deployed on the roads we already have, and the size of the shuttle fleet is scalable, unlike the monumental concrete of elevated rail. Assume, too, the progressive notion of this being a city-subsidized mass-transit service for the young, the old, the broke.

This is not a bus line, or a taxi service, it's something else entirely. In my wildest fantasy, every car owner in Honolulu can join the network as drivers as long as they're willing to pick up and drop off their fellow citizens as they go about their own business. At the end of the month, the city would drop a little cash into their PayPal accounts for the valuable public service of decreasing other peoples' need for a car of their own.

I'd like to take you to a city where this happens, but it doesn't exist. Maybe Honolulu could lead the world by inventing this system. We could get advice from Walmart, whose real-time inventory tracking made it a global leader in efficiently moving stuff around. We could. Or we could all just sit around and wait for the train, hoping to somehow have better luck than Los Angeles.

Star Advertiser

Group urges Lingle to clear rail transit

By Gene Park

POSTED: 01:30 a.m. HST, Sep 03, 2010

An organization of religious and community leaders yesterday called on Gov. Linda Lingle to give rail transit the green light.

Members of Faith Action for Community Equity Hawaii, or FACE, said they echo U.S. Sen. Daniel Inouye's plea for the governor to approve an environmental study and thus ensure federal funding for the rail transit project.

Delays could affect the estimated 125,838 jobs the project could create, according to a study commissioned by the Transportation Equity Network, of which FACE Hawaii is a member.

"Frustration aside, this is for the good of the state, and she (Lingle) should stop playing politics with it, I think," said Drew Astolfi, FACE state director.

Lingle's administration awarded a contract yesterday to conduct an economic analysis of the rail transit project.

"As much as I am being urged to immediately sign the EIS document, I cannot responsibly do so until we have performed the due diligence to make certain Hawaii can afford this multibillion-dollar project over the long term," Lingle said yesterday.

The Transportation Equity Network's report, researched and written by public policy research center at University of Missouri at St. Louis, looked at six rail projects now in progress. Honolulu's was the largest rail-only project, at \$5.29 billion. Denver has a \$6.9 billion rail and bus rapid transit project.

St. Paul, Minn., is building a \$957 million light rail system to connect to Minneapolis, the study states.

A Portland, Ore., light rail project is expected to cost about \$1.5 billion, and will link Milwaukie and Oak Grove, towns about 25 miles away.

"There's huge competition for federal money," said one

of the study's authors, Todd Swanstrom of the University of Missouri.

Swanstrom said that in light of all the other projects, it's "quite something" that Honolulu secured an initial \$55 million in federal funds through the Federal Transit Administration's New Starts program.

"Compared to St. Louis where population density is relatively low, (Honolulu's rail transit) should be viable," he said. "The transit should have decent ridership because there's a high concentration of residential and employment (along the route)."

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Pacific Business News (Honolulu) - September 6, 2010
<http://pacificbizjournals.com/pacific/stories/2010/09/06/story2.html?b=1283745600%5E3900091>

PACIFIC BUSINESS NEWS

Friday, September 3, 2010

Partners in place for rail project bidders

Sept. 15 deadline for \$600M project may slip

Pacific Business News (Honolulu) - by [Curtis Lum](#) Pacific Business News

The City and County of Honolulu could announce as early as Sept. 15 the name of the firm that will build and operate the trains for the city's \$5.5 billion elevated rail transit system.

Three companies with international experience in transit systems are in the running for the "core systems" contract, which is valued at approximately \$600 million. The firms have been told that the winning bidder would be named on Sept. 15, but sources said the announcement could be delayed, as it has been twice before.

City officials said state procurement laws prohibit them from discussing the number of bidders or their names. The city also would not comment on the delay in naming the winning bidder, except to say it would occur in the fall.

The trains will be the showcase of the 20-mile rail system that is supposed to stretch from Kapolei to Ala Moana Center. The city already has awarded three contracts, valued at a collective \$672.5 million, for the first segment of the system — a maintenance and storage facility, and transit center.

The city hopes to break ground in December, but the project is on hold until the governor signs off on a final federal environmental impact statement. Gov. Linda Lingle has said she may not sign the document before she leaves office on Dec. 6, leaving that responsibility to her successor.

But that doesn't mean the city can't award the core systems contract to one of the teams that will design, build, assemble, operate and maintain the trains.

The three finalists — Ansaldo-Honolulu Joint Venture, Bombardier and Sumitomo Corp. of America — have experience in building transit systems worldwide. Each has formed a team that includes Hawaii companies and has committed to using local contractors and subcontractors to do a majority of the work.

Here is a look at each company and its team:

Ansaldo-Honolulu

Ansaldo-Honolulu is a joint venture between AnsaldoBreda and AnsaldoSTS, two companies based in Italy with subsidiaries in Pittsburgh.

Ansaldo built the first steel-wheel, driverless metro system in Copenhagen, Denmark, a system that's similar to Honolulu's proposed system. The company also has supplied passenger vehicles in Los Angeles, Atlanta, Cleveland, San Francisco, Boston and Washington, D.C., as well as in Europe.

The company has teamed with Honolulu-based **Watts Constructors** LLC for the Honolulu project. Enrico Fontana, AnsaldoSTS spokesman, said one of the challenges to building the system is the lack of local expertise, and Ansaldo selected Watts because of its experience and knowledge of labor requirements and dealings with the local and federal governments.

"Watts Constructors is a well-established and experienced Honolulu contractor," Fontana said. "Watts is dedicated to developing and building environmentally responsible structures and promoting environments that improve the quality of life."

Watts would install the communications system, train control, operation control center, traction electrification system and fare vending machines.

Denny Watts, president of Watts Constructors, said he has worked with Ansaldo companies, so it wasn't a difficult decision when it came to choosing among the bidders.

"When the project came to being, it was easy for them to just pick up the phone and call us," Watts said. "We were already starting to look for partners, so it was actually perfect timing."

If selected, Fontana and Watts said they would tap the local construction industry for the subcontracting work. Fontana estimated that about 100 people would be needed during the design-build phase of the project, and more than 300 to operate and maintain the system.

"Our commitment in providing local economies with jobs has always been mandatory," he said.

Fontana said he believed that Ansaldo's experience in building driverless, steel-wheeled metro systems makes his company best-qualified

for the Honolulu job.

"We will deliver the best product to your city, providing you with our engineering and designing excellence, relying on the American work force," Fontana said.

Bombardier

Bombardier Transportation is based in Berlin, Germany, with its U.S. headquarters in Pittsburgh. The company was the winning bidder in 1991 for the first Honolulu rail project, which was eventually voted down by the Honolulu City Council.

Bombardier specializes in rail and aerospace transportation. The company has delivered more than 100,000 rail vehicles to more than 50 systems.

Andy Robbins, vice president of project development for Bombardier Transportation, said the Vancouver SkyTrain that was built by his company would serve as a model for the Honolulu system. That driver-less system was built in 1986 and has a ridership of 200,000 a day.

Bombardier has built similar systems in Malaysia, China, South Korea, Toronto and at the JFK Airport in New York, he said.

Robbins said the Honolulu rail system is attractive because the city already has a heavily used bus operation, and residents have shown they would use a public mass-transit system.

"We really view this as the best project going on in the United States right now," Robbins said. "With the strong public transit mentality that already exists in Honolulu, plus the whole urban plan for Oahu really called for the growth in the urban core stretching out to West Oahu, the one thing that's missing is the rail system."

He said Bombardier interviewed several local companies before selecting Paul's Electrical Service and **American Electric Co.** to be a part of the development team. Robbins said these companies are two of the largest in the state, and have the experience to make the project a success.

"It's in our own self-interest because the local players are the ones who really know the local environment," Robbins said. "Also, if we're successful, we're going to be in the community for a long time, so we certainly want to hire from within the community."

Paul Adachi, managing member of Paul's Electrical, said the project would provide steady work for his company for the duration of construction, which is expected to take nine years. He said anywhere from 20 to 30 out of his staff of 100 will be working on the rail project.

"This will create a lot of work as ... a major part of our volume for each of the years that it comes up," Adachi said. "So there's that much less to worry about as far as getting work."

Bob Dewitz, owner of American Electric Co., said his firm was selected because of its heavy industrial and power background. He said the rail work won't have a huge impact on the company, which has 150 electricians, but it will be welcomed.

"The nature of the way they're going to build this thing, it's going to be sequentially over a number of years, so it's not a huge peak workload," Dewitz said. "But it will be continuing, so that's good."

Sumitomo Corp. of America

Sumitomo Corp. of America is based in New York and is a subsidiary of Sumitomo Corp. of Japan.

The American subsidiary last year completed construction of the \$7.6 billion automated rail system in Dubai. The company also designed and built the MRT rail system in the Philippines and has installed automated people mover systems in airports in Atlanta, Washington-Dulles and Miami.

Gino Antoniello, Sumitomo Corp. of America vice president, transportation systems, said the Honolulu rail system is similar to the one in Dubai and will be modeled after it. Antoniello said with this recent project under its belt, he feels that Sumitomo would be the right fit for Honolulu.

"From a technical standpoint, we evaluated the risk of this particular project and feel very comfortable that the end product is a nonissue because of our experience in this particular technology or application," he said.

Like the two other bidders, Sumitomo said it is committed to using local companies and workers. Antoniello said Sumitomo has agreements with three Oahu high schools to develop a curriculum and recruiting process for jobs with the rail project.

Sumitomo also has selected **Wasa Electrical Services Inc.**, the state's largest electrical contractor, as its local partner. Wasa has about 350 electricians on its staff.

Wasa CEO Ronald Yee said his firm was approached by Bombardier, but Yee said he went with Sumitomo because he didn't want to partner with other local electrical contractors. If the team is selected, Wasa will do all of the electrical installation work on the rail system.

"They wanted all of us to sign a confidential agreement and team up and partner with them, but I decided not to because there would be no competition," Yee said.

He said the rail work will "keep us busy for the next seven or eight years," and added that he would use only local subcontractors to work

on the project.

"I have a list of about 200 companies, local people that I will give the work to," Yee said. "I will not give it to the Mainland subcontractors. I want to keep it within the state. Local contractors can do the work. It's not that hard of a job."

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Say Yes to the Honolulu Rail System

Honolulu's soon-to-be-built rail transit system makes sense for Oahu residents no matter where you live. It will improve mobility for islanders who must commute along the Kapolei-Downtown corridor, and it'll cut traffic congestion from projected levels by about 20%. If you're put off that I'm a paid communications consultant on the project and started this blog specifically to advance it, you probably don't want to read any further.

Sunday, September 5, 2010

Labor Day: Anticipating Rail's Project's Advance; Neighbor Island Daily Urges Acceptance of FEIS

It's the traditional time on the calendar to reflect on what's gone by during the year and what's ahead in the final third. Quite a lot has happened for the rail project in 2010 even though the long-anticipated groundbreaking has been delayed. Let's do a broad-brush review.

Chief among 2010 developments was the completion of the Final Environmental Impact Statement and its formal transmission to the Governor for her review.

As virtually everybody with an interest in Honolulu rail knows by now, Governor Lingle has continued to voice concerns about Oahu's ability to support rail in the near and long term. (She also has consistently enthused over an at-grade system, and [we've attempted over the months to focus her attention](#) on the major drawbacks of this allegedly cheaper alternative.)

The Governor finally hired a firm just last week to perform a financial analysis of the project. The City says that's not even a requirement under the law and notes that it performs no such analysis on the FEIS for projects brought to the City and County for approval.

Environmental Impact is the operable phrase, but that's not how it has played out in the Governor's office. We have reason to be skeptical of the analysis in advance, since rail has become so politicized, and hope it doesn't turn out to resemble those selective public opinion polls whose questions influence the outcome.

The Good News

All this is playing out in the final 100 days of the Lingle Administration, and that's the good news. It's likely the new governor will have the final say on the FEIS, with the odds favoring acceptance in short order to move the economy along with new jobs and advance the promise of providing an alternative to highway commuting within this decade.



What riding the train will avoid



After accident on the H-1.



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The Maui News, which has been a strong supporter of the Governor throughout her political career, [said in an editorial last week](#) that it is "dumfounded by her decision to delay state approval of the rail system, on Oahu, possibly jeopardizing federal funds that have been promised for the project."

That's the other top 2010 development – [the strong endorsement by the Department of Transportation](#) of Honolulu's plan with the expectation of \$1.55 billion in federal funding that the Maui News fears is jeopardized by the Governor's delay. "Now or never" is more than a cliché about the project; it describes the urgency to secure funding while conditions are favorable in Washington to do so and lock in the project's financial support.

The year's final trimester will challenge the rail project to stay focused on its goals – restoring transportation mobility and equity to its citizens and providing a rationale way to channel future growth to encourage transit use and lessen citizens' dependence on the private automobile for that mobility.

It's not too soon to start the holiday wish list, so let's begin it with acceptance of the FEIS followed in short order by groundbreaking. For now, enjoy Labor Day!

Posted by Doug Carlson at [9/05/2010 08:05:00 PM](#)

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About Me

DOUG CARLSON

Reported and edited for newspapers and broadcast stations (including all-news radio) in Philadelphia, Chicago, Los Angeles and Honolulu. Covered Honolulu city government for the Honolulu Advertiser and KGMB-TV. Managed corporate communications and served as spokesman for Hawaiian Electric Company for nearly a decade. Doug has been a communications consultant since 1993 (<http://commaaina.com>) and has special interests in renewable energy and rapid transit development. He launched, produced and hosted Hawaii Public Radio's "Energy Futures" call-in program in 2009-10 (Mondays 5-6 pm KIPO). Doug authored books on The National Memorial Cemetery of the Pacific ("Punchbowl") and on the decline of standard grammar in society and business ("Me and Him Are Killing English!").

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Tuesday, September 7th, 2010

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City's Spending on Rail PR Totals \$4.7 Million

By Nanea Kalani | 09/06/2010

The city has paid out nearly \$5 million since 2005 on public outreach for its planned rail project, a city councilwoman revealed today.

Although the spending involved taxpayer dollars, the exact figure had been unclear, in part because the work was subcontracted out. The city's [Department of Transportation Services](#) was criticized by the [Honolulu City Council](#) for a lack of transparency surrounding contractors and subcontractors hired for the planned \$5.5 billion rail project.

Those complaints led to Civil Beat's report last week on the city's public outreach spending, [No Public Accountability for Rail PR Contracts](#), which specifically looked at money spent since 2008, the year Honolulu voters approved steel-on-steel technology for the proposed rail project. Since 2008, 10 companies have been awarded nearly \$2 million for public outreach contracts for the project.

The total spending was made clear Monday by City Councilwoman Ann Kobayashi, who had requested a list of all subcontractors hired by the three main companies contracted by the city to handle the preliminary engineering and draft environmental impact statement. Kobayashi also asked the city's Transportation Department for copies of those contracts, which Civil Beat previously was told were not available for review. She received some of the contracts from the Transportation Department, and said she will eventually post them to the city's [website](#).

Kobayashi, a longtime rail critic who ran against Mufi Hannemann in 2008, held a press conference Monday afternoon to share some her findings. While the dollar amount for public outreach contracts has been tallied, Kobayashi said it is still unclear what the companies have produced for the money.

"I wanted to know what does public involvement and public outreach mean exactly," said Kobayashi, who is a member of the council's Budget Committee. "If we're going to do rail, let's do it right and let's keep the public informed on what their money is being spent on. When the city issues contracts, they need to be monitored. It doesn't seem there's much monitoring going on with the rail contracts."

A statement by the city administration issued in response to Kobayashi pointed out that "the City Auditor's performance audit late last year of the rail project and related rail contracts showed that the oversight and management of the project have been sound."

"We are respectful of the federal recommendation that government 'establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to citizens,'" said the written statement from Toru Hamayasu, City Department of Transportation Services deputy director.

Officials have pointed out that the total represents a small percentage of the overall project budget. The Civil Beat investigation found that Honolulu appeared to spend less as a percentage of the EIS phase of the project than other similar cities, such as Denver and Seattle.

Member Content

Fourteen companies were paid a total of \$4.73 million since 2005 to handle work described by the city as covering community outreach, presentations and public information for the rail project. An additional \$1.5 million was paid out to six companies for lobbying activities described as "government liaison" and "legislative advisor" work.

In a letter dated Sept. 6, Kobayashi asked City Transportation Director Wayne Yoshioka to hold a public meeting to respond to her inquiries and to explain in more detail the work being done by rail subcontractors.

"I am particularly concerned about the exorbitant levels of funds subcontracted for public and government relations totaling \$6.26 million," she wrote. "Does the rail transit project really need 14 PR firms to conduct public outreach, involvement and speakers bureaus?"

A copy of one of the public involvement subcontracts was made available by Kobayashi. A contract between Lychee Productions Inc., run by Laura Pennington of a Honolulu address, and PB Americas Inc. shows the Honolulu-based company was hired for \$1.7 million in September 2007 to handle "public involvement" for the rail project. Part of that work included "preparing an 'Idiot' version of the EIS document" as a DVD, in addition to attending community meetings and co-producing monthly television spots to be aired on public access television, according to the contract.

Civil Beat reported that DVD cost \$204,000 to make — \$200,000 for scriptwriting and production, and \$4,000 to mail the disk to 1,000 residents and organizations (which represent less than a half-percent of Oahu's population) along potential rail routes. The disk contained a 22-minute video guide to the 400-page draft EIS, a PDF of the actual document, and two animated so-called "fly-overs" of the Salt Lake and airport routes.



Nanea Kalani/Civil Beat

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Public outreach is a required component of the rail project. Because the project will be funded in part by \$1.55 billion in federal monies, the city is required to go into the community to inform the public about the project.

Public transportation projects that receive funding through the [Federal Transit Administration](#) are required to create opportunities for "public participation" throughout the planning, design and build-out phases, according to FTA spokesman Paul Griffo. But the FTA doesn't impose a spending requirement on such outreach efforts. The work typically includes such things as designing informational mailers and brochures, holding public informational meetings, hosting a website and collecting comments during the design and environmental review processes.

DISCUSSION: *What do you think about the city's spending on public outreach for the rail project and Kobayashi's decision to make an issue out of it now? [Join our conversation](#) about the rail project.*

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Questions Raised About Rail's Subcontracts



Reported by: [Andrew Pereira](#)

Email: apereira@khon2.com

Last Update: 9/06 7:23 pm

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Honolulu City Councilwoman Ann Kobayashi is questioning several sub-contracts related to the city's controversial \$5.5 billion rail transit project.

Part of a \$1.7 million contract awarded to Honolulu based Lychee Productions calls for producing a so-called "idiot" version of the project's environmental impact statement.

"I don't think we deserve that," said Kobayashi. "I think we can understand what (the EIS) means."

The councilwoman held a press conference on Labor Day to discuss thirteen subcontracts totaling \$4.7 million that have been designated toward promoting the proposed heavy rail system, which if built will run along a 20-mile elevated track from East Kapolei to Ala Moana.

"My concern is too many vendors often leads to redundancy and inefficiencies in work," said Kobayashi. "We need to hold our prime contractors and their vendors accountable for spending taxpayer money effective and efficiently."

To date PB Americas, Parsons Brinckerhoff and InfraConsult, the three main contractors on the rail project, have hired 113 subcontractors to fulfill their agreements with the city.

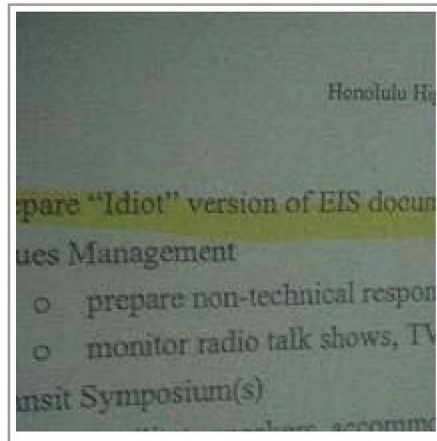
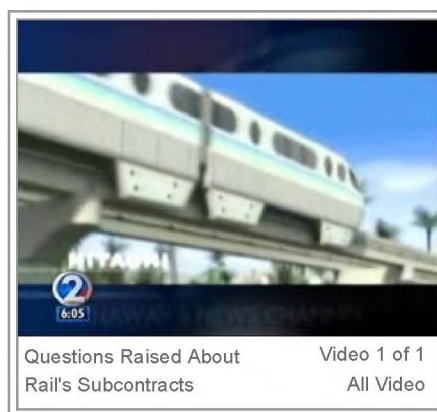
Kobayashi said her concerns go beyond the subcontract awarded to Lychee Productions for the "idiot" version EIS.

She also highlighted a \$357,000 contract awarded to New York based 212 Harakawa to produce architecture signage and a \$144,000 contract to Honolulu based AccuCopy Consulting Group to issue monthly reports.

"They made one monthly report and they just sent copies of that one monthly report every month for the past two years," said Kobayashi.

"What do these people really do," the councilwoman questioned. "I know a lot of people who would do that kind of work for less."

The city's Transportation Services Deputy Director Toru Hamayasu responded to Kobayashi's



concerns in an email to the media.

"There are no duplication or inefficiencies in having multiple architects, engineers, planners, and public outreach and government relations specialists," said Hamayasu. "They are necessary resources in proceeding with the project on-time and on-budget."

Hamayasu also pointed to the City Auditor's performance audit late last year that showed oversight of the rail project and its related contracts "have been sound."

However the city's response may not be enough to deter Kobayashi from digging deeper. The councilwoman is calling for a public hearing to learn the exact details of all the subcontracts awarded thus far.

Kobayashi pointed to yet another subcontract worth \$355,000 to create a speakers bureau charged with promoting rail transit. The contract was awarded to Dahl Consulting LLC based in Minnesota.

"And yet when we have speakers they're all paid separately not from this \$355,000," said Kobayashi.

Gary Okino, the Council's chairman of the Transportation Committee told Khon2 he would have to learn more about Kobayashi's concerns before ordering a public hearing on the matter.

Kobayashi said a public hearing could be held outside of the Council's official business, perhaps at a school cafeteria.

"Let's bring on that transparency (and) let's show how the city is monitoring those dollars that are being spent," she said.

Kobayashi was unsure whether the \$4.7 million in subcontracts awarded to promote rail transit included the \$5.4 million the city spent toward the end of 2009 to accomplish the same goal. She says that's one of the facts she hopes to uncover during a public hearing.

For the record Kobayashi said she supports a mass transit system but prefers light rail, which is the modern equivalent of streetcars.

Have a news tip? Contact Andrew Pereira at 368-7273. Follow Andrew on Twitter at [Khon_Reporter](#)



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Councilwoman Questions Transit Spending

Kobayashi Suspects Multiple Vendors Mean Wasted Money

Daryl Huff KITV 4 News Reporter

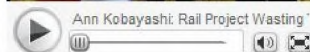
POSTED: 4:14 pm HST September 6, 2010
UPDATED: 8:57 pm HST September 6, 2010

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HONOLULU -- A Honolulu councilwoman said Monday the city is wasting taxpayers dollars on the rail transit project.

Manoa Councilwoman Ann Kobayashi had her staff hand out lists of lists of 113 subcontractors on the project and said that with so many subcontractors there is no doubt city money is being wasted in duplication and inefficiency.

"We've spent over \$100 million, the train is nowhere in sight," said Kobayashi. "Why do we need all these people?"

In theory, the three prime contractors for the planned system would keep a tight rein on their vendors, because that would mean a higher profit, but Kobayashi says they seem to be getting a blank check from the city. "It seems those three prime contractors get as much as they want," Kobayashi said.

She highlighted six companies hired to do lobbying and government relations for \$1.5 million. She said with a powerful congressional delegation, that much lobbying is unnecessary. She also said there were 13 vendors spending \$4.7 million doing public outreach. One of them is former city council chairman John DeSoto, who Kobayashi's documents said was paid \$172,425.

Kobayashi also questioned some of the tasks contractors were performing. She said a company called Lychee Productions was tasked to do an "idiot version" of the project's environmental impact statement. Kobayashi called that insulting.

"I think we can understand when we read an EIS document," Kobayashi said.

She said contract reports indicated one firm seemed to do very little work for its \$144,000.

"They are supposed to do monthly reports," Kobayashi said. "They made one monthly report and just sent copies of that same monthly report every month for the last two years."

In a written reponse to Kobayashi, the city said there is duplication among the transit contractors. It said multiple contractors are necessary because the project is so large and it demands so much public information for communities all along the route.

An advertisement for Hawaii Pacific University. It features a photo of two people on a beach. Text on the right says "The Adult Learner Program offers: Flexible Schedules, Convenient Locations, Personal Attention, Online Classes." The university logo is on the left, and a "Click Here For More Info" button is at the bottom.

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The city also said the city auditor has reported that fiscal oversight of the project is sound.

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Well right now, I am totally against the rail system being built. Not because its a bad idea but because of the massive waste of money. With this article in hand, this entire project smell corruption by the city of Honolulu. And sad thing is, not a single track been laid and already the city is defending corrupted spending!! What is going to happen once this project get moving?? How much more waste will there be?? People of Hawaii...time to stand up or pay later!!

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Ann Kobayashi has proven to be pretty doggoned accurate with her audits, predictions and calculations in the past. Mufi has proven to be pretty doggoned unreliable in many aspects of job as mayor. Hmmm.. which one should I believe to be the more sincere and accurate person working on behalf of the taxpayers?

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c'mom gang you know the saying sitting and counting. Watch out Muuuffiii and Kirk you guys going get busted. Just think everyone what would happen if Muuufii get to be governor and his whipping boy get to be mayor.ENRON in Hawaii

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I think for once, this councilwoman is on to something. In a time period where money is tight and public is paying for this rail transit system, just because we have millions of dollars to spend, doesn't mean we have to spend it. From what I read here, we got a lot of fat that needs to be trim down. City explanation reeked of lazy accounting procedures and possible fraud. People of Hawaii should demand that this city cut the fat and save some money. This project already smell of corruption.

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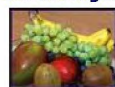
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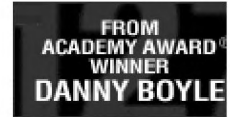
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September 6, 2010

Obama Offers a Transit Plan to Create Jobs

By **SHERYL GAY STOLBERG** and **MARY WILLIAMS WALSH**

MILWAUKEE — President Obama, looking to stimulate a sluggish economy and create jobs, called Monday for Congress to approve major upgrades to the nation's roads, rail lines and runways — part of a six-year plan that would cost tens of billions of dollars and create a government-run bank to finance innovative transportation projects.

With Democrats facing an increasingly bleak midterm election season, Mr. Obama used a speech at a union gathering on [Labor Day](#), the traditional start of the campaign season, to outline his plan. It calls for a quick infusion of \$50 billion in government spending that White House officials said could spur job growth as early as next year — if Congress approves.

That is a big if. Though transportation bills usually win bipartisan support, hasty passage of Mr. Obama's plan seems unlikely, given that Congress has only a few weeks of work left before lawmakers return to their districts to campaign and that Republicans are showing little interest in giving Democrats any pre-election victories.

Central to the plan is the president's call for an "infrastructure bank," which would be run by the government but would pool tax dollars with private investment, the White House says. Mr. Obama embraced the idea as a senator; with unemployment still high despite an array of government efforts, the concept has lately been gaining traction in policy circles and on Capitol Hill.

Indeed, some leading proponents of such a bank — including Gov. [Arnold Schwarzenegger](#), Republican of California; Gov. [Ed Rendell](#), Democrat of Pennsylvania; and [Michael R.](#)

Bloomberg, the independent mayor of New York — would like to see it finance a broader range of projects, including water and clean-energy projects. They say such a bank would spur innovation by allowing a panel of experts to approve projects on merit, rather than having lawmakers simply steer transportation money back home.

“It will change the way Washington spends your tax dollars,” Mr. Obama said here, “reforming the haphazard and patchwork way we fund and maintain our infrastructure to focus less on wasteful earmarks and outdated formulas, and more on competition and innovation that gives us the best bang for the buck.”

But the notion of a government-run bank — indeed, a government-run anything — is bound to prove contentious during an election year in which voters are furious over bank bailouts and over what many perceive as Mr. Obama pursuing a big government agenda. Even before the announcement Monday, Republicans were expressing caution.

“It’s important to keep in mind that increased spending — no matter the method of delivery — is not free,” said Representative Pat Tiberi, an Ohio Republican who is on a Ways and Means subcommittee that held hearings on the bank this year. He warned that “federally guaranteed borrowing and lending could place taxpayers on the hook should the proposed bank fail.”

The announcement comes after weeks of scrambling by a White House desperate to give a jolt to the lackluster recovery, and is part of a broader package of proposals that Mr. Obama intends to introduce on Wednesday during a speech in Cleveland. The transportation initiative would revise and extend legislation that has lapsed.

Specifically, the president wants to rebuild 150,000 miles of road, lay and maintain 4,000 miles of rail track, restore 150 miles of runways and advance a next-generation air-traffic control system.

The White House did not offer a price tag for the full measure or say how many jobs it would create. If Congress simply reauthorized the expired transportation bill and accounted for inflation, the new measure would cost about \$350 billion over the next six years. But Mr. Obama wants to “frontload” the new bill with an additional \$50 billion in initial investment to generate jobs, and vowed it would be “fully paid for.” The White House is proposing to offset

the \$50 billion by eliminating tax breaks and subsidies for the oil and gas industry.

After months of campaigning on the theme that the president's \$787 billion [stimulus package](#) was wasteful, Republicans sought Monday to tag the new plan with the stimulus label. The [Republican National Committee](#) called it "stimulus déjà vu," and Representative [Eric Cantor](#) of Virginia, the House Republican whip, characterized it as "yet another government stimulus effort."

But Governors Rendell and Schwarzenegger, and Mayor Bloomberg, who in 2008 founded a bipartisan coalition to promote transportation upgrades, praised Mr. Obama. And in policy circles, the plan, especially the call for the infrastructure bank, is generating serious debate.

"This is a very ripe policy question now," said Robert Puentes, a senior fellow at the [Brookings Institution's](#) Metropolitan Policy Program, who has been working for several years on blueprints for a bank.

On Capitol Hill, Representatives [James L. Oberstar](#), Democrat of Minnesota and chairman of the House Transportation and Infrastructure Committee, has been developing his own bill, as has Representative Rosa DeLauro, Democrat of Connecticut.

Ms. DeLauro's plan would create an infrastructure bank that would be part of the [United States Treasury](#), where it would attract money from institutional investors, then channel the funds to projects selected by a panel. The program, which would make loans much like the [World Bank](#), would finance projects with the potential to transform whole regions, or even the national economy, the way the interstate highway system and the first transcontinental railway once did.

The outside investors would expect a competitive return on their money, so many of the completed projects would have to charge fees, taxes or tolls. In an interview, Ms. DeLauro said she would be "looking at a broader base," meaning the bank would finance not just roads and rails, but also telecommunications, water, drainage, green energy and other large-scale works.

But if the projects did not raise enough money, the Treasury might get stuck paying back the investors, a prospect that gave pause to so-called deficit hawks like Mr. Tiberi. In an e-mail last week, he said he agreed the nation's road and communications networks needed to be improved

but was concerned about creating another company like [Fannie Mae](#) that might need a bailout.

Inside the White House, the idea for a transportation initiative, and in particular an infrastructure bank, is one that the White House chief of staff, [Rahm Emanuel](#), has been promoting. It was not included in the original \$787 billion stimulus program because the administration and Congressional Democratic leaders wanted to pass that package as quickly as possible.

There is no shortage of projects in search of money. The problem, analysts say, is that Congress, which would create the bank, is not known for its ability to single out strategic priorities for growth. Instead, it traditionally builds broad support by giving a little something to everybody — Montana, for instance, would get a small amount of [Amtrak](#) money in return for its support for improvements along the Northeast corridor.

“We don’t prioritize,” Mr. Puentes said. “We take this kind of peanut butter approach of spreading investment dollars around very thinly, without targeting them.”

Samuel Staley, director of urban growth and land-use policy for the Reason Foundation, a libertarian research group, said the best way to spend money efficiently would be to establish the bank as a revolving loan fund so that money for new projects would not become available until money for previous projects had been repaid.

Mr. Staley expressed concern that in their zeal to spur growth and create jobs, Congress and the Obama administration would not impose such limits.

“With the \$800 billion stimulus program, they were literally just dumping money into the economy,” he said. “There was little legitimate cost-benefit analysis.”

Sheryl Gay Stolberg reported from Milwaukee and Mary Williams Walsh from New York.



Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 06, 2010

Financial plan for rail in error

It is interesting to see so many who do not want an independent review of the rail financial plan.

From January 2007 through June 2010, approximately \$535 million has been collected from the 1/2 -percent rail excise tax. In order to fully fund the existing plan, it will require an annual 8.5 percent increase in tax revenues until the tax expires the end of 2022.

If we look at the history of actual excise tax collections for the period from 1995 through 2008, the average annual increase was 4.2 percent.

How realistic is it that the yearly tax collections will more that double the growth of the prior 13-year period?

The assumptions utilized in the financial plan are not obtainable.

Janet I. Jensen
Honolulu



Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 06, 2010

Lingle should sign off on rail

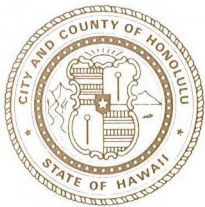
Hawaii has waited too long for commuter rail. With federal money already authorized to fund the construction of the 20-mile rail line from east Kapolei to Ala Moana, Sen. Daniel K. Inouye is right to express indignation at Gov. Linda Lingle's delay in approving the project ("Time short for Lingle's call on rail," Star-Advertiser, Aug. 26).

The benefits of this commuter line are numerous: It would reduce the severe traffic congestion on the H-1 in Honolulu, create much-needed jobs and give commuters a faster and more convenient alternative to driving to work.

It's unfortunate that Gov. Lingle is willing to make Oahu residents wait longer for this key project. Due to inflation, the longer it takes to begin construction, the greater the project's costs. As Sen. Inouye points out, the project even could lose its federal funding if it is not started soon.

Residents of Honolulu should join Sen. Inouye in demanding that Gov. Lingle sign off on the project immediately.

Dan Smith
U.S. Public Interest Research Group



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FOR IMMEDIATE RELEASE
September 6, 2010

Contact: Michele Sansone
Phone: (808) 768-5057 or (909) 472-8398

Subcontracts Awarded for Honolulu's Transit Project Show Exorbitant Spending

(HONOLULU, HI)— City Councilwoman Ann Kobayashi today released details of subcontracts awarded for Honolulu's Transit Project that show exorbitant spending and inefficiencies. In a letter to Wayne Yoshioka, Director of Transportation Services, Councilwoman Kobayashi raised a number of questions about the subcontracting of awards by the prime contractors: PB Americas, Inc., Parsons Brinckerhoff, and InfraConsult.

"Why do we need 13 separate vendors to conduct public involvement work? And why do we need to spend \$1.7 million to hire mainland lobbyists when Hawaii's Congressional delegation are prominently placed in important subject matter committees? For public and government relations alone, the city was charged over \$6 million, much of that to mainland consultants."

She added, "Among the objectives of one subcontract worth \$1.7 million was the production of an 'idiot's version of the EIS'."

Kobayashi pointed out that the subcontracts totaled nearly \$48 million and involved 113 vendors. "Because subcontractor awards are not subject to strict government procurement codes, we need greater transparency to ensure taxpayer money is monitored and accounted for properly," she said.

Councilwoman Kobayashi is asking the Department of Transportation Services for a public meeting to respond to her concerns.

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City explains "idiot" version for rail

Posted: Sep 07, 2010 6:57 PM

Updated: Sep 07, 2010 7:15 PM

By Tim Sakahara - [bio](#) | [email](#)

HONOLULU (HawaiiNewsNow) - The stacks of paper are tall and the list is long of all contractors and sub contractors for rail. In all 113 vendors are splitting nearly \$48 million. Councilmember Ann Kobayashi highlighted Lychee Productions. It had two contracts worth more than \$1.7 million and in its scope of services it lists "prepare idiot version of EIS document."

"I was really shocked to see some of these figures," said Ann Kobayashi, Honolulu City Councilmember.

The city declined talking on camera but in a written statement explained the idiot version meant putting the more than 600 pages of the final environmental impact statement on a DVD in a less technical manner.

"The term used to describe the DVD guide was in reference to the two popular book series, "Idiot's Guide To..." and "For Dummies." Its description was not meant in a derogatory manner," said Toru Hamayasu, City Department of Transportation Services Deputy Director.

Hamayasu also points out that the idiot's version of the EIS won multiple awards for finding "innovative and efficient ways to reach and inform the public."

Kobayashi also questions why AccuCopy Consulting got \$144,000 to do a monthly report but says it hands out the same report month after month. And Dahl Consulting gets \$350,000 as a speaker's bureau even though speakers get paid separately.

"There are no duplication or inefficiencies in having multiple architects, engineers, planners, and public outreach and government relations specialists. They are necessary resources in proceeding with the project on-time and on-budget," said Hamayasu, in a statement.

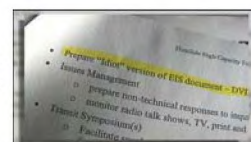
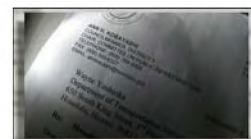
"It's very frustrating when we're talking about money being spent because already over \$100 million has been spent of our transit money and what have we got?" questioned Kobayashi.

We got the idiot version of the EIS. Also Lychee Productions gets paid more than \$33,000 a month for things like assembling a "SWAT" team if needed, crisis communication, a rapid response team and training people to talk with the media, however they didn't call us back regarding this story.

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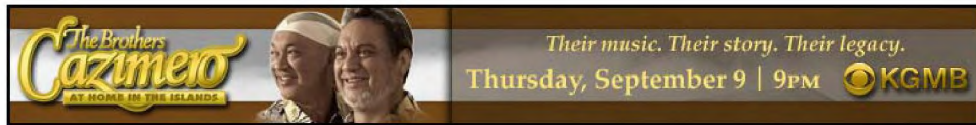
Ann Kobayashi



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Councilwoman wants more scrutiny of Honolulu rail

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 Posted: Sep 07, 2010 8:42 AM
 Updated: Sep 07, 2010 8:42 AM

HONOLULU (AP) - City Councilwoman Ann Kobayashi is calling for greater public scrutiny of contracts issued for the city's \$5.5 billion rail transit project.

Kobayashi says a preliminary review of about \$48 million in contracts to 113 vendors raises questions about duplication of services.

The Honolulu Star-Advertiser reported Tuesday she said the review also raises questions about whether some of the contracts are really necessary.

She's called some of the contracts "exorbitant," but stopped short of saying there's been any wrongdoing.

City Department of Transportation Services Director Wayne Yoshioka says he'll take a look at Kobayashi's findings. But he says the city's spending on the project has repeatedly been reviewed, audited, and scrutinized.

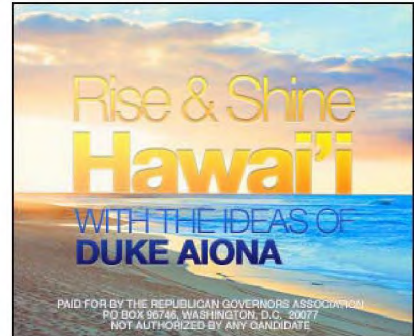
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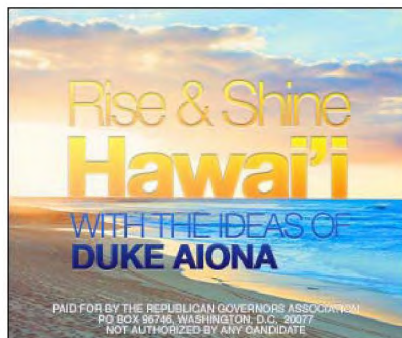
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Transit contracts worry Kobayashi

By Craig Gima

POSTED: 01:30 a.m. HST, Sep 07, 2010

City Councilwoman Ann Kobayashi is calling for greater public scrutiny of subcontracts issued for the \$5.5 billion rail transit project.

A preliminary review of about \$48 million in contracts to 113 vendors, some dating back to 2005, raises questions about duplication of services and whether some of the contracts are really necessary, Kobayashi said in a news conference yesterday.

She called some of the contracts "exorbitant," but stopped short of saying there was any wrongdoing.

A city spokesman issued a written statement noting that the largest public works project in Hawaii history "requires an unprecedented level of resources" that are "necessary" to keep the project on time and on budget.

Kobayashi questioned the \$6.3 million being spent for public and government relations and singled out a \$1.7 million contract to Lychee Productions to provide media and public relations that includes a stipulation to prepare what the contract describes as an "idiot" version of the 3,222-page Environmental Impact Statement for the project.

The contract for Lychee Productions, which is paid \$33,022 a month for community and media relations efforts, is one of 13 firms hired for media, government and community relations efforts, Kobayashi said.

"As for our public outreach efforts, we are confident that Councilmember Kobayashi would agree that funding is needed to keep the public informed about the project and maintain its transparency of the complex project," said the e-mailed statement by Toru Hamayasu, city Department of Transportation Services deputy director.

Eleven architectural firms are designing train stations and eight engineering firms are subcontracted for design and engineering functions, Kobayashi noted.

She also questioned why the city needs to spend \$1.7

million to hire mainland lobbyists to advocate for rail when Hawaii's congressional delegation is solidly behind the project.

Kobayashi, a critic of the city's spending on the rail project, said she received copies of many of the contracts last month after filing a request to see them last year.

She wrote a letter to Wayne Yoshioka, the director of the city's Department of Transportation Services — to be sent out today — asking him to hold public meetings on the rail spending.

"If we're going to do rail, let's do it right and let's keep the public informed," Kobayashi said.

Yoshioka said that he will take a look at Kobayashi's findings, but pointed out the city's spending on transit has been reviewed and audited.

"We've been scrutinized many, many times," Yoshioka said yesterday. "Every single time we've been reviewed or audited, it's always come up that we've done things by the book."

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Thank you, Tina. You are nice.

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I often read the *Honolulu Weekly* on TheBus. The display boxes with the Weekly are close to my stop and the articles are always very interesting. While I sometimes disagree with the point of view of your writers, they do bring a new perspective. I appreciate that.

I hope that in a few years when I am catching trains on the city's new rail system, the *Weekly* will be available in train stations.

Tina Wan
Kahala

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Thursday, September 9, 2010, 3:00pm HAST

Infrastructure Management Group wins rail contract

Pacific Business News (Honolulu)

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The Hawaii state Department of Transportation awarded a \$300,000 contract to Infrastructure Management Group, Inc. to conduct the financial assessment and economic analysis of the proposed Honolulu Rail Transit Project.

The contract includes evaluation and analysis of capital costs of building the rail, as well as determining the projected operational and maintenance costs, according to a statement from the Department of Transportation. Infrastructure Management Group is required to give its analysis for the \$5.5 billion rail project within three months, but it is dependent on how accessible and available the information is from the city.

Gov. Linda Lingle has requested the City and County of Honolulu provide updated financial information for the project. The previous financial report was published in August 2009, according to the statement.

Lingle has said that she's uncertain whether the analysis will be completed before she leaves office, and that it may be up to her successor to decide whether to approve the project.

The rail project is the single largest and most expensive public works project that has ever been attempted in Hawaii, according to the statement.

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State begins financial analysis of Honolulu rail project

By Sean Hao

POSTED: 11:26 a.m. HST, Sep 09, 2010

The state Department of Transportation has awarded a \$300,000 contract to Infrastructure Management Group to do an economic analysis, financial assessment and evaluation of Honolulu's planned \$5.5 billion rail transit project.

The contract requires IMG to provide its analysis within a three-month period, however, that deadline depends on the accessibility and availability of the information from the city.

Gov. Linda Lingle has requested the city provide IMG an updated financial plan for the project. The last financial report issued for the project was published in August 2009.

Lingle has acknowledged that the financial analysis may not be completed before she leaves office Dec. 6 and that it may be more appropriate for her successor to decide whether to approve the project.

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An advertisement for Dish Network's NFL RedZone service. The background is dark green with a subtle pattern. In the top left corner is the Dish Network logo. The text "Add NFL RedZone to your DISH Network Package for" is in white. Below this, "\$7.00 /MONTH" is written in large, bold, red letters. Underneath is the NFL RedZone logo, which includes the NFL shield and the words "RED ZONE" in a stylized font. At the bottom, the phone number "1-888-206-3033" is displayed in large red letters. A small line of text at the very bottom reads "ONLY AVAILABLE WITH QUALIFYING PROGRAMING PACKAGES."

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'Transparency' applies to rail

POSTED: 01:30 a.m. HST, Sep 09, 2010

The good government term "transparency" has been bandied about a lot these days, but simply pronouncing it repeatedly only makes it a buzz word. Making it real takes practice, something that should be more evident in civic affairs than it is.

Example: The process of ramping up the multibillion-dollar rail project could use more sunshine. Ann Kobayashi, a skeptic on many occasions when rail planning has come before the City Council, hit on a real issue of concern this week when she questioned some of the expenditures to date.

At issue was about \$46 million in contracts let to 113 vendors, some of it spending that Kobayashi described as "exorbitant." Whether that's true or not is open to debate. Surely a project of this magnitude takes a sizable investment in architectural design, media and government relations and other startup matters. Kobayashi found no smoking-gun indicator of malfeasance. These were subcontracts issued by the city contractors and thus didn't fall under procurement laws.

But all of it is taxpayer money, regardless. And Kobayashi's larger point is a valid one: The public needs access to information about how its money is being spent. Some months back she submitted a request in writing to the city administration, which delivered the documents. Few outside city government, other than members of the media, have seen them.

City spokesman Bill Brennan said Kobayashi is free to post electronic versions of the contract paperwork on the Council's DocuShare system. That would be fine, but the public should be able to find information on more than whatever individual Council members dig up piecemeal.

The city administration should post information about its rail spending — in enough detail to be meaningful — on the Web for the public to see. Its "Honolulu on the Move" site (<http://honolulutrainsit.org>) would provide a good repository for it. The site includes a lot of information on the environmental impact

statement, several video guides and more; a link to data about spending would be the obvious next step.

The Lingle administration provided something similar as the federal stimulus dollars were piped in (<http://hawaii.gov/recovery>). It is dense information and inviting only to the most intrepid miners of government data.

But even if the general public isn't clamoring for it, information of this kind needs to be someplace where the people paying the bills — and that would be all of us — can get to it. People need to know to whom the money is going in order to track their influence in government through campaign donations and other intersect points.

Even ardent supporters of rail want proof that the money-letting, now just starting, is trustworthy. And if a large part of rail's reason for being, as promised, is generating jobs locally, taxpayers need to see how this is happening.

City officials say they've been open in their public meetings on the project. While that may be so, many Oahu residents felt dissatisfied with that process all the same. They certainly won't be persuaded that Honolulu's biggest public works project is proceeding as it should if "transparency" becomes an artifact of past efforts instead of an ongoing commitment.

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Honolulu



Sandi Yara

Oahu Transportation Examiner

View from Maui News

September 9th, 2010 8:18 am HADT



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Most Oahu residents do not receive the Maui News – the daily newspaper published (and online) for Maui residents so here's an article from their August 28 issue that supports the governor but not her most recent action to delay the rail project.

DERAILING A BIG PROJECT

As regular readers know, we have been fairly staunch supporters of Gov. Linda Lingle.

Heck, we even urged John McCain to pick her as his running mate in 2008. We still believe he'd been better off if he had.

Lately, though, we have disagreed with - and criticized - some of the governor's actions. Whether it is agreeing to Furlough Fridays, delaying state income tax refunds, vetoing civil unions or even the disappointment with the state's handling of the Super ferry, we've been a bit critical.

But, aside from all that, we think she has been good for Hawaii and is probably one of the few politicians in the state who is actually concerned about how legislation and governance affect businesses.

Now, though, we are dumbfounded by her decision to delay state approval of the rail system on Oahu, possibly jeopardizing federal funds that have been promised for the project. The governor has hired a firm to do a financial analysis of the project that, according to an Associated Press story, may not be finished in time for her to approve the plan before she leaves office.

One does not have to agree with those who say Oahu has the worst traffic congestion in the United States to realize the one thing that beautiful tropical island does not need is miles and miles of more pavement poured on it. To the critics of rail, the question has to be: What is the alternative?



aerial perspective from West Loch
 Photo: Honolulu Rail Transit

Yes, we've heard how strategically placed underpasses and overpasses could help relieve the congestion. But unless barricades are erected at the airport and Chinese-style limitation of reproductive rights are adopted, Oahu's population will continue to grow.

That means more people commuting to and from Honolulu. The only ways we know of to deal with that increased flow are more roadways or . . . rail.

It seems to us that if the object of the study the governor has ordered is to see if the system is affordable; losing the US\$1.55 billion in federal funds will probably assure that it isn't.

Talk about a self-fulfilling prophecy.

Sensible stuff here ... too bad Maui News doesn't have the same reach as Oahu newspapers since it's clear they understand what Oahu needs.



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Let me step back and offer a couple comments on the rail discussion over the past couple days; don't forget (I'm sure you won't) that I'm a paid consultant to PB Americas on the project:

Civil Beat's discussion format produces a good deal of lively interaction among its subscribers, but it includes a considerable amount of misinformation. Some of it involving the Honolulu rail project clearly is a misinterpretation of the Final Environmental Impact Statement.

One issue that rail critics continuously raise is the anticipated 1-percent reduction by 2030 of all vehicle trips on the island – too low, they say, to make rail worthwhile. Using that statistic to attack rail's value is grossly misleading, since it takes into consideration all vehicle trips – on the North Shore, the Windward Side, side streets in the valleys, everywhere. But if you look at the corridor rail will serve, the trip-reduction percentage – and therefore the positive effect on congestion – is much higher. For example, 20 percent of the people coming to downtown Honolulu from Kapolei travel by transit. With rail in place, that number will be 60 percent. The FEIS's forecast was created using the computer simulation model developed by the Oahu Metropolitan Planning Organization. Rail's impact on lessening congestion and lost time due to highway traffic in the urban corridor will be significant.

As for one poster's assertion that 93 percent of people who drive make multiple trips, that appears to be a made-up figure. Whatever the number of multiple trips is on a daily basis, there will be fewer of them with rail than without rail. Those multiple trips all contribute to congestion. Car commuters who switch to transit for cost and convenience reasons will not be contributing to congestion.

Critics tend to get hung up on the number of trips that will be removed by rail. The EIS estimates 56,200 trips – the equivalent of about 40,000 vehicles using an occupancy ratio of about 1.3. That's 40,000 cars that won't be taking up space on the road.

But focusing on numbers and extending the debate over them (while using some silly assumptions) strays from a fundamental argument that favors rail – the "option" factor. There is no option today to sitting in traffic congestion when moving east-west through the urban corridor during drive time or any other time.

Rail will be that option, and everyone who chooses to ride the train will completely avoid sitting in that congestion. It's a matter of taking personal responsibility to be a part of the solution to help address the problem and make it better. Everyone who rides will be choosing a more energy-efficient, more sustainable and less-polluting option that also will afford them a higher quality of personal and family life. This is an indisputable fact that gets lost in the discussion on numbers. Rail opponents have yet to offer a credible response.

Posted by Doug Carlson in Discussion: Honolulu Rail on Sept. 10th 2010 6:23 p.m.

DOUG CARLSON

Member Since: April 21, 2010

Web: <http://commaaina.com/>

Location: Honolulu, HI

Reported and edited for newspapers and broadcast stations (including all-news radio) in Philadelphia, Chicago, Los Angeles and Honolulu. Covered Honolulu city government for Honolulu Advertiser and KGMB-TV. Served as press secretary and district director for Congressman Cec Heftel. Managed corporate communications and was spokesman for Hawaiian Electric Company for nearly all of a decade beset by major island-wide power outages (Hurricane Iwa, "Black Wednesday," etc.). A communications consultant since 1993, with special interests in rapid transit development (Honolulu rail is a client) and renewable energy (website links to blogs). Launched, produced and hosted Hawaii Public Radio's "Energy Futures" talk show in 2009-10; show continues 5-6 pm Mondays on KIPO. Authored books on The National Memorial Cemetery of the Pacific ("Punchbowl") and the decline of standard grammar in society and business ("Me and Him Are Killing English").

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Hilo, Hawaii News, Sports, & Information

Friday, September 10, 2010



HAWAII NEWS

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Posted: Friday, September 10th, 2010 4:49 AM HST

Contract awarded for analysis of rail project

By Associated Press

HONOLULU (AP) — A \$300,000 contract has been awarded by the state for an economic analysis, financial assessment and evaluation of Honolulu's planned \$5.5 billion rail transit project.

The Honolulu Star-Advertiser said Thursday that the contract from the state Department of Transportation requires Infrastructure Management Group to come up with its analysis within three months.

However, the deadline depends on the accessibility and availability of information from the city.

Gov. Linda Lingle wants the city to provide an updated financial plan for the project. The last was published in August 2009.

Lingle is set to leave office Dec. 6. She has said her successor may have to decide whether to approve the project.

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Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 10, 2010

Rail might make things worse

Both Sen. Daniel K. Inouye and Faith Action for Community Equity have trumpeted the "great news" that the \$5.5 billion rail project would create 125,838 new jobs.

Oahu has a population of about 875,000 and an unemployment rate of about 5.8 percent. That means we have only 50,750 unemployed local residents to fill these new jobs. So 75,088 of the employees for the remaining "new rail jobs" will presumably have to migrate in from somewhere else.

If each of these 75,088 new employees brings a couple of dependents and a couple of cars, that's 225,264 new residents and 150,176 new cars. The new total would be a population of 1,100,264 for Oahu.

That's about a 25 percent population growth rate for Oahu within just the next few years. Did we actually solve our beloved island's traffic and quality-of-life issues, or did we just make them worse?

Bradley A. Coates
Honolulu

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Lingle says final rail EIS 'not on her desk'

Posted: Sep 13, 2010 6:55 PM

Updated: Sep 13, 2010 6:56 PM

HONOLULU (HawaiiNewsNow) - Governor Linda Lingle tried to dispel accusations that she is dragging her feet on completing an environmental review of Honolulu's planned rail transit system Monday. She said in a statement that several hurdles remained before the environmental impact statement (EIS) could be finalized.

"The fact is the final EIS is not on my desk as some have incorrectly stated" said Lingle.

She cited an independent study that was contracted by the state Department of Transportation to review the projects long range costs.

"I have a fiduciary responsibility to do an objective, common sense financial analysis of what this project - the most expensive public works project in our state's history will cost Hawaii taxpayers over the long-term"

She said that the financial study will examine the "reasonableness and accuracy" costs of both building and maintaining the rail system as put forth by the City of Honolulu. The study will also take a look at the proposed revenue sources that will be used to fund the system.

Lingle also said that a necessary agreement had not been finalized on Hawaiian remains and other cultural resources that may be in the path of the rail line. She said that talks between federal, state and city officials were still ongoing.

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Governor Lingle On EIS For Honolulu Rail Transit Project

Source: [Governor of Hawaii](#)

Posted on: 14th September 2010

Governor Linda Lingle today issued the following statement about a rally being planned by various organizations to encourage her to sign the final environmental impact statement (EIS) for the proposed Honolulu rail transit project:

While I understand the desire of rail supporters to want to see the project start, and recognize that some candidates may have a vested political interest in giving the public a false impression that I am somehow delaying approval of the final EIS, I have a legal responsibility to ensure that the environmental impact statement complies with Hawai'i's environmental law.

Moreover, I have a fiduciary responsibility to do an objective, common sense financial analysis of what this project – the most expensive public works project in our state's history – will cost Hawai'i taxpayers over the long-term.

The fact is, the final EIS is not on my desk as some have incorrectly stated. The EIS is currently being reviewed by the Office of Environmental Quality Control (OEQC), which is analyzing the EIS section by section to make certain that it meets the requirements of the state's environmental law, Hawai'i Revised Statutes Chapter 343.

As part of the OEQC's extensive review process, determined by its administrative rules, the OEQC must determine whether the comments submitted during the public comment period have been satisfactorily addressed in the final EIS. There were over 13,000 public comments submitted, and the OEQC is required to verify that all have been addressed.

While the OEQC is continuing its legally required review of the EIS, my Administration is also performing the financial due diligence to make certain Hawai'i taxpayers can afford this multi-billion project – including the cost to operate, maintain and sustain the system well into the future.

To this end, the State Department of Transportation at the beginning of this month awarded a contract to Infrastructure Management Group (IMG), Inc., in association with CB Richard Ellis, Inc., to conduct an

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independent economic analysis, financial assessment, and evaluation of the proposed rail transit project.

The scope of work includes an analysis and evaluation of the capital costs to build the project as well as the operating and maintenance cost projections prepared by the City and County of Honolulu.

The work will include a determination of the reasonableness and accuracy of the City's plans and revenue sources to fund the single largest, most expensive public works project that has ever been undertaken in Hawai'i.

I have informed the Federal Transportation Authority (FTA) that we are conducting an independent financial analysis and will share the findings with them. I have also requested updated financial information that the City provided to the FTA, since the last financial report issued for the project was published in August 2009.

Another issue that still has not been resolved is the programmatic agreement, which lays out a plan on how to treat native Hawaiian remains and other cultural resources that might be in the route of the rail.

This programmatic agreement must be reached and signed off by the Federal Transit Administration, federal Advisory Council on Historic Preservation, State Historic Preservation Division, and the City before the EIS can be accepted. These discussions are still ongoing and no agreement has been reached.

To ask me to sign the EIS at this point in time is inappropriate and premature.

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Group says Lingle is stalling rail

Posted: Sep 14, 2010 4:53 PM

Updated: Sep 14, 2010 6:30 PM

By Jim Mendoza - [bio](#) | [email](#)

HONOLULU (HawaiiNewsNow) - On the steps of the state Capitol, Go Rail Go used signs with slogans and short speeches to blast Gov. Linda Lingle for not signing the Environmental Impact Statement that could get rail rolling.

"We risk \$1.5 billion in rail funding the longer she sits on this EIS," Alicia Maluafiti said.

The group is ticked off by Lingle's statement Monday that she has a legal responsibility "to ensure that the EIS complies with Hawaii's environmental law."

Lingle said the Office of Environmental Quality Control must review 13,000 comments on the rail EIS.

"Their due diligence in this is to collect the comments. But they are the same comments and concerns that were addressed for the last five years," Maluafiti said.

But mayoral candidate and rail opponent Panos Prevodouris came to the governor's defense..

"Thirteen thousand comments were made to it," he said. "Are these responses accurate and appropriate? Who's going to check that? The governor's office. They are doing that."

In an interview with reporters after she voted at Honolulu Hale, Lingle defended asking for a financial analysis of the city's rail plan, citing its \$5.5 billion price tag.

"We need to look at things in the context of an average family and what they can and cannot afford," she said.

Go Rail Go argues transit related jobs are on the line.

"Our guys need to work now. We have 30,000 people unemployed on Oahu," Maluafiti said.

"If there's no jobs, they don't receive a paycheck. This is why job creation for the construction workers is one of the most important issues," said Buzz Hong of the Hawaii Building and Construction Trades Council.

One thing is certain -- a war of words won't get the governor to move on rail before she's ready.

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Alicia Maluafiti



Panos Prevodouris



Governor Linda Lingle



Buzz Hong

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MidWeek

Golden Gate Caused Grumbles Too

September 15, 2010

By Bob Jones



Early construction work on the Golden Gate Bridge

I'm wary of drawing too much analogy to public transportation projects, but I can't help noticing the similar objections between our Oahu transit-train-to-be and the Golden Gate Bridge, completed in 1937.

The bridge was too expensive, required a horrible tax and nobody would use it. Besides, there already was ferry service between San Francisco and Marin County. They'd probably never get the Golden Gate Bridge built today.

Just as that bridge would not have been without some bullying by Mayor James Rolph Jr., our train would not be proceeding without some bullying by our just-resigned-to-run-for-governor mayor.

We seem to have developed two means of governance as we've evolved politically. One is to gauge the way the most voters feel and to get elected/re-elected without much head wind. The other is to force citizens off their lazy butts, insist on progress and hope to be forgiven for being a bully.

Former mayors Neal Blaisdell and Eileen Anderson mostly went with the wind direction. Frank Fasi did not. He tore down Queen's Surf, kicked out the sidewalk sellers and gave the bum's rush to Harry Weinberg's HRT in favor of a city-owned bus company.

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We make some critical decisions this fall on the type of leadership we want at City Hall and on the top floor of the State Capitol. Central to that will be whether we progress with a transit train or stick with highways.

This is not just about cost, train style, jobs and view-planes. It's about radically changing the way we live. It's about not-very-subtly *forcing* us to give up some of our cars and all the freedom of movement they give us, and limiting our ease of shopping and delivering kids to school and soccer games. A fewer-cars society would be very different.

My opinion is that we have to be herded into making that change. Roads and freeway flyovers simply put off the inevitable gridlock.

The penalty for a politician pushing the change-resisters is to be labeled a bully. But most San Franciscans cannot imagine their city today without the Golden Gate Bridge. I suspect that 20 years after our train we'll not only wonder how we lived without it but will be looking at its extensions to Mililani and Hawaii Kai.

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People resist change and major public works projects, and in Hawaii we have resisted more than most. I'm reminded of how many said the \$25 million cost of the Golden Gate Bridge in the '30s would break the city.

If it's any consolation, it's unlikely that anyone will use our elevated train platforms as suicide leap-stations the way some 1,300 people have used the Golden Gate Bridge.

Find this article at: http://www.midweek.com/content/columns/justthoughts_article/golden_gate_caused_grumbles_too/

Quality-of-life issues follow economic concerns in Kapolei

By **Derrick DePledge**

POSTED: 01:30 a.m. HST, Sep 15, 2010

SECOND OF TWO PARTS

Mike and Jeanine Wong have what many couples envy: a nice house on a quiet street in a prosperous neighborhood.

But Mike Wong is working two jobs to stay above water in a bad economy. Unsatisfied with the quality and overcrowding at traditional public schools, Jeanine Wong is teaching their three children - 13, 10 and 9 - at home in partnership with the Hawaii Technology Academy, a public charter school. They worry about education and crime and what their community might look like when their children grow up.

Part One:

» [Key Democratic supporters split over governor](#)

"Everybody is struggling," said Wong, a stevedore who also works part-time doing loss mitigation for a real estate office. "You know times are tough when stevedores have to get part-time jobs."

The Wongs, who live at Iwalani in Kapolei, are the kind of voters who make West Oahu's House district 40 among the most competitive in the state. Wong used to vote mostly for Republicans. His wife voted mostly for Democrats. Now, they follow their instincts, not political parties.

"We don't vote party anymore," he said. "We vote for the person."

Former U.S. Rep. Neil Abercrombie, according to the

Hawaii Poll taken for the Star-Advertiser and Hawaii News Now, is doing better than former Honolulu Mayor Mufi Hannemann among independents in the Democratic primary for governor. The former congressman is also performing well on Oahu, where voters are the most familiar with the candidates.



40th House District
*Makakilo, Kapolei,
Royal Kunia*

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Hannemann must win back independents here and in other swing districts to help offset Abercrombie's strength with traditional Democrats who are among the most likely to vote Saturday.

The state House district here is among the fastest-

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growing in the state. As the evolving second city, Kapolei has been designed as a magnet for public and private-sector development over the next two decades.

Honolulu's \$5.5 billion rail project is scheduled to start with a station in East Kapolei. A new regional shopping mall and business complex is planned as a companion on land leased from the state Department of Hawaiian Home Lands. The University of Hawaii-West Oahu hopes to expand its campus nearby. The Salvation Army's Kroc Center is going in across the road from the university. Disney has a new resort, Aulani, in the works at Ko Olina Resort & Marina.

Hoopili, a planned community that would add more than 11,000 new homes, is on the drawing board between Kapolei, Ewa and Waipahu.

Many residents here say economic recovery is the most important issue in the primary. But residents also talk about quality-of-life concerns - the first being traffic - and whether the candidates can appreciate their everyday struggles.

"I think people, in general, are working hard to make ends meet," said Carl Vincenti, a business consultant and retired Marine whose wife works as an estimator and office manager at a body shop.

Vinenti, who lives at Kapolei Knolls, said residents are open to the message of change, but want real change and not "more or less words that have no meaning." He also does not believe the candidates have adequately addressed the financial challenges facing the state.

"We're not paying enough attention to the economy," he said.

Abercrombie said at a forum last week that he would not raise the general excise tax - the state's main source of revenue - and would prioritize state services rather than significantly increase state spending to finance his new ideas for early childhood education and alternative energy.

Hannemann has vowed not to raise the general excise tax in the short term but said he would know more about the state's finances after an audit he would conduct. His economic plan includes following through on rail and infrastructure improvements to airports, harbors and highways.

Many residents here put education next to the economy as their biggest worry. Both Abercrombie and Hannemann have said they would not have authorized teacher furloughs - as Gov. Linda Lingle and educators did last year to help with the state's budget deficit - and have talked about empowering school principals. But Abercrombie, who wants to decentralize power down to the school level, appears to be connecting more on education.

George Furtado, who is retired from the Army and lives in Kaupea, a Hawaiian Homes subdivision, said teacher furloughs were a mistake. "It was a huge concern for people here," he said. "That's still on everyone's mind."

Furtado said he is not convinced the candidates have the answer for how to shield education from the kind of budget cuts that led to furloughs. "It just doesn't sound like they've got a handle on it," he said. "So far, it's promises, promises."

While many residents are relieved by the new North-South Road, commutes can still be intolerable. Furtado says it often takes him 55 to 60 minutes to make the roughly 20-mile drive to downtown Honolulu.

Voters here favored the rail transit project 64 percent to 36 percent in 2008, the third-highest base of support on Oahu, behind districts in Waipahu and Ewa Beach.

Hannemann should naturally draw well from rail supporters, but the project still polarizes.

"It's mixed," said Linda Young, who serves on the

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neighborhood board and supports rail. "I think there is an island-style mentality. People who travel see it differently."

State Rep. Sharon Har (D, Royal Kunia-Makakilo-Kapolei), who represents House District 40, said rapid growth has diminished the quality of life for many residents because infrastructure has not kept pace. She has a primary opponent in Michael Doyle, a UH-West Oahu student who was arrested at a teacher furlough protest at the state Capitol this year.

Har said the candidates have to speak to infrastructure improvements, particularly to roads and schools, to match the projected growth.

"People moved out here because government said, 'Move out to the west side, we'll build affordable homes for you,'" she said. "Well, West Oahu lived up to its part. But government has never lived up to its promise to West Oahu."

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Honolulu



Sandi Yara
Oahu Transportation Examiner

The City responds to Gov. Lingle's comments

September 17th, 2010 11:15 pm HADT



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Photo: Honolulu Rail Transit

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The single biggest stumbling block to the Honolulu Rail project at the moment is securing the Governor's approval for the Final EIS. Here's an article that was in the most recent Honolulu Rail Transit newsletter. It includes a response statement from the City to Governor Lingle's comments about the final EIS. To allow you to know all the facts, here it is in its entirety.

Governor Linda Lingle recently released a press statement regarding the City and County of Honolulu's rail transit project and her inability to sign the project's Final Environmental Impact Statement (Final EIS). The City responds disputing many of the issues that Governor Lingle addresses and her inability to move the project forward.

Lingle says...

"The fact is, the final EIS is not on my desk as some have incorrectly stated. The EIS is currently being reviewed by the Office of Environmental Quality Control (OEQC), which is analyzing the EIS section by section to make certain that it meets the requirements of the state's environmental law, Hawai'i Revised Statutes Chapter 343.

THE TRUTH IS...

A copy of the Final EIS was specifically hand delivered to her office on June 17, 2010. Furthermore, OEQC is a state office reporting to the Governor and therefore, the Governor is incorrect when she states that she does not have it.

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Lingle says...

"As part of the OEQC's extensive review process, determined by its administrative rules, the OEQC must determine whether the comments submitted during the public comment period have been satisfactorily addressed in the final EIS. There were over 13,000 public comments submitted, and the OEQC is required to verify that all have been addressed.

THE TRUTH IS...

There were about 3,000, not 13,000, comments submitted to the City or the Federal Transit Administration (FTA) and they have been compiled and responded to in the Final EIS. The FTA has already verified the compilation and has thoroughly reviewed the responses.

Lingle says...

"While the OEQC is continuing its legally required review of the EIS, my Administration is also performing the financial due diligence to make certain Hawai'i taxpayers can afford this multi-billion project - including the cost to operate, maintain and sustain the system well into the future.

"To this end, the State Department of Transportation at the beginning of this month awarded a contract to Infrastructure Management Group (IMG), Inc., in association with CB Richard Ellis, Inc., to conduct an independent economic analysis, financial assessment, and evaluation of the proposed rail transit project.

"The scope of work includes an analysis and evaluation of the capital costs to build the project as well as the operating and maintenance cost projections prepared by the City and County of Honolulu. The work will include a determination of the reasonableness and accuracy of the City's plans and revenue sources to fund the single largest, most expensive public works project that has ever been undertaken in Hawai'i.

THE TRUTH IS...

The Governor is admitting that she is exceeding her responsibility by expanding the process to accept the EIS. She first stated that OEQC is making certain that the EIS meets the requirements of the State's environmental

law. Therefore, OEQC has the sole responsibility to review the EIS for the project and recommend the Governor's acceptance. What is awkward is the Governor's insistence that a financial review of the project be completed prior to her accepting the document as part of her fiduciary responsibility. The Governor does not have a fiduciary responsibility for the project because no State funds are being used for the project.

Lingle says...

"I have informed the Federal Transportation Authority (FTA) that we are conducting an independent financial analysis and will share the findings with them. I have also requested updated financial information that the City provided to the FTA, since the last financial report issued for the project was published in August 2009.

THE TRUTH IS...

The FTA has informed the City that they relayed to the Governor that they believed the independent financial review completed by the FTA's consultant was sufficient and there is no immediate need to update the current report.

Linge says...

"Another issue that still has not been resolved is the programmatic agreement, which lays out a plan on how to treat native Hawaiian remains and other cultural resources that might be in the route of the rail. This programmatic agreement must be reached and signed off by the Federal Transit Administration, federal Advisory Council on Historic Preservation, State Historic Preservation Division, and the City before the EIS can be accepted. These discussions are still ongoing and no agreement has been reached.

THE TRUTH IS...

The programmatic agreement is a federal compliance requirement. The Governor's acceptance of the EIS is a State issue and the programmatic agreement is not required for her acceptance.

Lingle says...

"To ask me to sign the EIS at this point in time is inappropriate and premature."

THE TRUTH IS...

The Governor has no legitimate or relevant reason for not accepting the EIS at this time.

Unfortunately, the Governor's actions are jeopardizing the project big time. I had breakfast this morning with two travel bloggers from Seattle who said that they also had stumbling blocks to overcome before rail became a reality there and it was too bad because, in the end, the rail system really works.

Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 20, 2010

Lingle should sign off on rail

Despite the national recession and California's budget crisis, Republican governor Arnold Schwarzenegger has thrown his full support behind plans for a statewide, high-speed rail line.

Schwarzenegger says the Golden State's economic troubles are no excuse to abandon this innovative transportation solution, which he says will benefit the state for generations.

In contrast, our Republican governor, Linda Lingle, is delaying construction of Honolulu's rail system and jeopardizing federal funds because of her financial analysis of the transit project. Yet Hawaii's economy has fared much better in the recession than California's, and state economists say our financial recovery is under way. By supporting rail and accepting the rail EIS now, Gov. Lingle can show the far-reaching vision for Hawaii's future that Schwarzenegger has for California.

Keane Omaye-Backman
Kaimuki

UNITED STATES SENATOR FOR HAWAII

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HAWAII TO RECEIVE MORE THAN \$38 MILLION FOR TRANSPORTATION PROJECTS

September 21, 2010

FOR IMMEDIATE RELEASE

WASHINGTON_Hawaii will receive \$38,196,841 to pay for preliminary engineering for the Honolulu rail-transit project, buy new buses, and fund improvements to Kaunakakai small boat harbor, Senator Daniel K. Inouye and Senator Daniel K. Akaka announced today.

The bulk of the money, \$34,990,000, will go to the City and County of Honolulu to fund the preliminary engineering of the 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Center. Honolulu also receives \$1,548,000 to buy new buses and para-transit buses as part of an effort to maintain and refurbish their current fleet of 531 vehicles.

Maui County will receive \$1,658,541 to pay for improvements to the Kaunakakai small boat harbor on Molokai. The harbor is an integral part of the Molokai economy and is both a commercial and a recreational harbor.

It has 29 boat slips and mooring spaces, two docks, a pier, a 12 foot wide boat launching ramp, restrooms and a harbor office.

"The safe and timely transport of our residents and visitors is critical to maintaining a healthy economy. These funds will help pay for much needed acquisitions, improvements and innovations that will help alleviate the daily gridlock on Oahu's roadways and ensure that the people of Molokai receive the goods and services they require," said Senator Inouye. "The rail transit project will create jobs and help Hawaii decrease its dependence on imported oil by providing an affordable alternative to driving. I remain committed to this project and will continue to do everything I can at the federal level to fund the work and ensure its timely completion."

"This \$35 million in federal funding will help get the rail project moving, create jobs on Oahu, and provide an immediate boost to Hawaii's economy," said Senator Akaka. "It is time to move forward on rail to finally give Oahu residents a new alternative to sitting in some of the worst traffic in the nation. Rail, along with improved bus service, will reduce pollution and save riders money on car maintenance, gas, parking, and more. I am also pleased funds will be provided for much needed improvements to the Kaunakakai boat harbor, which is critical to the people of Molokai."

DAN IN ACTION



Senator Inouye met with University of Hawaii College of Tropical Agriculture Dean Andy Hashimoto, Eric Tanouye, Monty Richards, Ellie Cong, and Chauncey Ching.

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City to perform 'shaft testing' in east Kapolei for rail system

Posted: Sep 21, 2010 5:00 AM

Updated: Sep 21, 2010 12:31 PM

HONOLULU (HawaiiNewsNow) - Despite all the political changes, the city is continuing the work to prepare for rail.

Starting Tuesday, engineers will be in east Kapolei performing "shaft testing."

That involves drilling into the ground to see how deep concrete pillars can go.

Those pillars will support the elevated rail system.

There are eight testing locations along or adjacent to Farrington Highway.

The work will require some day and night-time lane closures.

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Reports say Hawaii roads among the nations roughest

Posted: Sep 21, 2010 10:57 PM

Updated: Sep 22, 2010 12:09 AM

By Brooks Baehr - [bio](#) | [email](#)

HONOLULU (HawaiiNewsNow) –Two reports released in September rank roads in Hawaii among the worst in the nation.

TRIP, a national transportation research group, said 62% of urban roads in the Honolulu urban area are in poor condition. It estimates drivers spend an additional \$701 maintaining a vehicle in Honolulu because of the city's rough roads.

The Reason Foundation ranks Hawaii 47th in the nation in state highway performance and cost-effectiveness.

"This report just raises fundamental questions. The basic one is the question that citizens would ask. What have you done with my money? Why are roads in this rating so consistently in the bottom five or seven or eight percent of all the states," said David Hartgen, Emeritus Professor of Transportation Studies at UNC Charlotte and author of the Reason Foundation study.

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David Hartgen



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Hawaii to receive more than \$38 million for transportation projects

Last Update: 9/21 11:50 am

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Hawaii will receive \$38,196,841 from the government to pay for transportation projects on Oahu and Molokai.

Sen. Daniel Akaka and Sen. Daniel Inouye accounced today, the money will pay for preliminary engineering for the Honolulu rail-transit project, buy new buses, and fund improvements to Kaunakakai small boat harbor.

The bulk of the money, \$34,990,000, will go to the City and County of Honolulu to fund the preliminary engineering of the 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Center.

Honolulu also receives \$1,548,000 to buy new buses and para-transit buses as part of an effort to maintain and refurbish their current fleet of 531 vehicles.

Maui County will receive \$1,658,541 to pay for improvements to the Kaunakakai small boat harbor on Molokai.



Pacific Business News (Honolulu) - September 21, 2010
[/pacific/stories/2010/09/20/daily11.html](#)

PACIFIC BUSINESS NEWS

Tuesday, September 21, 2010, 12:33pm HAST

Inouye: Honolulu's rail system gets \$35M in federal funding

Pacific Business News (Honolulu)

Hawaii will receive more than \$38 million in federal funds for transportation projects, including \$35 million to fund preliminary engineering for the city's elevated rail system, Sen. Daniel Inouye announced Tuesday.

The 20-mile, \$5.5 billion rail system will connect West Oahu with downtown Honolulu and Ala Moana Center. The project is awaiting the signature of the governor on a final federal environmental impact statement before it can proceed.

In addition to the rail funds, the city will receive \$1.5 million to purchase new buses as part of an effort to maintain and refurbish its fleet of 531 vehicles, Inouye said.

Maui County will receive \$1.7 million for improvements to the Kaunakakai small boat harbor on Molokai. Inouye said the harbor plays an "integral part" in the Molokai economy and serves both commercial and recreational users.

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Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 21, 2010

Election shows anti-rail mood

The defeat of three of the biggest proponents of rail transit -- Mufi Hannemann, Kirk Caldwell and Gary Okino -- showed that the people of Oahu are against rail. Our candidates for governor should rethink their position on building the rail system. Do they truly believe we can fix all our roads, sewers and water systems while adding an expensive mass transit system that will not solve our traffic problem?

Ray Horita
Honolulu

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Honolulu Weekly's distribution schedule has changed. The paper now begins hitting the street late Wednesday morning, and continues throughout the day. We apologize for the inconvenience. Read more about our [new printing and distribution process](#).

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LETTERS

Stop rail whenever

SEP 22, 2010 | [SHARE](#) [f](#) [t](#) [e](#)

The city is saying it wants to start building rail immediately after the governor signs off on the FEIS and the FTA recognizes this event by issuing a Record of Decision. Is this a good idea?

The Record of Decision is the last step in the NEPA process (National Environmental Protection Act). The next step in the FTA New Starts process (the FTA program we are in) is to complete the Preliminary Engineering stage. We are in the Preliminary Engineering stage now (there are 13 other cities that are also in Preliminary Engineering according to the FTA 2011 New Starts report). After an applicant finishes the Preliminary Engineering stage, they apply to the FTA to enter Final Design (there are 11 other cities that are currently in Final Design). In the Final Design stage, the applicant finishes the engineering process and develops the bid documents. When the Final Design stage is complete, the FTA will enter into contract talks with the applicant for a Full Funding Grant Agreement (there are eight other cities that already have Full Funding Grant Agreements). Only when the contract is signed does the FTA funding become a reality.

So, why does our city want to start construction before finishing the engineering and before getting a signed contract for FTA funding? Isn't

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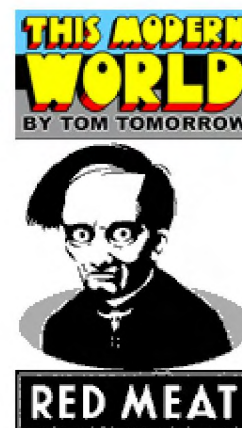


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this risky?

At this time the city has no idea what the final bill will be for rail. It only has an estimate. Here is a good example. They city engineers say that when test drilling is complete (test drilling is only now beginning on the first 6 miles), the appropriate structural engineers will design the underground support for the 700 rail columns (20 miles divided by 150 feet). This underground support system could be 30 feet deep (if the soils analysis allows for caissons) or 150 feet deep (if the soils analysis calls for piles). Either solution will require 700 rectangular construction zones to build the cement cap that will be on top of the underground solution and at the bottom of each rail column. According to the FEIS, underground utilities that are under the caissons or piles will be moved.



As the rail project is engineered through downtown, this underground support system will be problematical. Will utilities be shut off for businesses? Will pile driving cause utility leaks? Will pile driving cause near-by building damage? Will the cement caps over the caissons or piles disturb iwi? Will there be lawsuits? How much will this phase of the construction cost? At this time, we do not have answers to these questions.

The FTA recognizes that New Starts projects like ours get more expensive as the projects move through to the Final Design stage (in other words they finish the engineering). In a 2007 Report on 21 New Starts projects (*FTA/Reports & Publications/Other Reports/ New Starts: Predicted and Actual Report on Capital Costs and Ridership*), the FTA found that, "On average, for the 21 projects completed between 2003 and 2007 actual construction costs exceeded the inflation-adjusted estimates developed in alternatives analysis by 40.2 percent, the final design entry cost estimates by 11.8 percent, and the FFGA estimates by 6.2 percent."

The current rail financial plan allocates all 15 years of the estimated transit excise tax and all of the promised FTA funds. If the project costs more, where will the funding come from? The FTA 2007 report suggests that our current (FEIS) project cost of \$5.513 billion may continue to rise.

This FTA report should be a warning to Honolulu. Our city leaders should not start any rail construction until the engineering is complete and the FTA has signed an agreement stating their contribution. If we take this prudent approach and wait until the New Starts process is complete, we will know what construction problems lie ahead and if we can afford rail.

John Brizdle

Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 22, 2010

Abercrombie, Carlisle pro rail

Regarding the letter from Ray Horita ("[Election shows anti-rail mood](#)," Star-Advertiser, Letters, Sept. 21) Mr. Horita should check the facts: Neil Abercrombie said he will sign the rail final Environmental Impact Statement "on Day 1"; and on election night, Peter Carlisle said about the rail project, "The shovel should go in the ground tomorrow."

I don't get "anti-rail mood" out of that. They both have supported rail from the beginning of their campaigns, and I'm sure voters were aware of that.

As a person involved in the project, I appreciate their commitment to creating jobs and reducing traffic. I think voters confirmed that on Saturday.

Duane Sayers
Honolulu

Honolulu



Sandi Yara

Oahu Transportation Examiner

HonoluluRail 'work' in East Kapolei and Waipahu

September 23rd, 2010 4:49 pm HADT

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Currently, 'shaft and soil' testing along Farrington Highway is what's taking place in east Kapolei and Waipahu. The test provides important information that will be used when designing the first 6.5 miles of guideway for the rail transit route between East Kapolei and Pearl City. To simplify ... holes are drilled to determine soil composition and depth the concrete pillars need to be to support the elevated tracks..

Popular articles

There are eight shaft testing locations along or adjacent to Farrington Highway. Work at each location is scheduled to take approximately six weeks and all work is slated to be completed by late January 2011. City and contractors are allowed to start prep work even though the EIS is not yet final.

The Department of Transportation reports:

- Work along Farrington Highway will require some day and nighttime lane closures during non-peak traffic hours between 8:30 a.m. to 3 p.m., and 6 p.m. to 6 a.m. One lane of traffic in each direction will remain open.

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6. CAR Views: Why aren't people buying more fuel-efficient vehicles? UPDATED!

- The public will be notified in advance of detours and change of access with traffic control signs, and special duty police officers to direct traffic at affected intersections

= Motorists using Farrington Highway in Waipahu are advised to anticipate possible traffic delays or take alternative routes.

For updates on work days and times, check the project website at www.honolulutransit.org or contact our hotline at 566-2299.

Hawaii News Now

Construction begins to join Hawaii recovery

Posted: Sep 24, 2010 4:50 PM Updated: Sep 24, 2010 4:59 PM

By Howard Dicus - [bio](#) | [email](#)

HONOLULU (HawaiiNewsNow) - The recovery has finally put on a hardhat, with the first signs that building permits will stop plunging and construction workers will begin to find some work again.

A University of Hawaii economic forecast includes two key revisions both of which reflect signs that construction is ready to rebound, laying the foundation for a broader-based if still slow recovery.

The UH Economic Research Organization said in June that residential building permits would likely fall 4% this year. On Friday, it revised its forecast for a 4% increase.

In June, UHERO predicted a 15% plunge in non-residential construction permits. On Friday, it said there may now be no decline at all.

"A modest upward revision," the report said. "Evidence of stabilization." UHERO economists stressed that the underlying picture for the construction industry remains slow. Hundreds of Hawaii construction workers remain idle.

UHERO also noted that what improvement there is mostly on Oahu and the Big Island so far, adding that neighbor islands are held back by "pockets of overbuilding" and the slow return of offshore investors. Oahu has a housing shortage and lots of local demand.

For residential construction, a wild card is foreclosures. If banks do more foreclosing and quickly sell the homes they seize to get them off their books, it will release what UHERO calls "shadow inventory."

It will help that the Defense Department, with the federal government's budget year ending this month, has been awarding hundreds of contracts including major construction work on Oahu and Guam.

"We just picked up the \$160 million hospital project on Guam, and it's a really big deal for us. A lot of subcontractors and vendors here in Hawaii will prosper from this," said Denny Watts, CEO of Watts Constructors.

Watts said he and his competitors will be getting more major projects from the federal and state governments in coming weeks, and they also hope to get work from Honolulu rail.

The Hawaii Department of Labor & Industrial Relations reported this week that there was a small increase in construction jobs in Hawaii during August. Construction jobs had been running consistently lower than year-before levels.

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PACIFIC BUSINESS NEWS

Friday, September 24, 2010

DOT head leaves with much work unfinished

Pacific Business News (Honolulu) - by [Curtis Lum](#) Pacific Business News

As Gov. Linda Lingle's administration comes to an end, outgoing transportation director Brennon Morioka said he believes much has been accomplished in his three years in office to improve the state's roadways, airports and harbors.

But at least one transportation expert said that while the **Department of Transportation** under Morioka made inroads in dealing with transportation issues, government as a whole took the wrong approach in dealing with transportation issues in the Islands. Karl Kim, professor of urban and regional planning at the **University of Hawaii**, said the state has done "too little, too late" when it comes to providing a transportation system that meets the needs of a growing population.

Lingle and most of her appointed department directors and deputies will leave office in December. Morioka, who has led the DOT since 2007, left his post on Thursday to take an executive position with **Shioi Construction Inc.**, in Pearl City.

In the three years that he served as director, Morioka said many of the state's most significant transportation projects in decades either were started or completed. He pointed to the \$2.3 billion Airports Modernization Plan and the \$618 million Harbors Modernization Plan as two examples of ongoing projects.

He also spent the past two legislative sessions lobbying for a \$4 billion Highways Modernization Plan, which has yet to be approved.

Construction on the long-delayed \$77 million first phase of the Lahaina bypass on Maui began and is expected to be completed in 2012. He also cited the completion of the North/South Road in Ewa as an important accomplishment during his term in office.

He said these projects not only will cut down on traffic and improve operations at state facilities, but they also will create hundreds of jobs and provide income to local companies, he said.

Many of these projects were on the drawing board when he became director, and Morioka said his department was able to get them under way during his watch.

"We've done a lot of catch up," Morioka said.

He said he believes his administration also led the way to improve public safety by expanding programs for drivers and pedestrians. The Legislature this year passed a measure that would require those convicted of driving while under the influence to install an ignition interlock system in their vehicles.

"In 2005, 2006, we were up to 140 to 160 fatalities per year. Now, we're down to an average of 108 in 2008 and 2009," Morioka said. "So there's that many more people going home alive every year than what we're used to. That's a big change and a big improvement over a short period of time."

Kim, who recently published a chapter on transportation for the book "The Value of Hawaii," said Morioka has done many good things for the department since 2007. He said the modernization plans and some of the large road projects are examples of improvements that were needed.

But Kim said the DOT needs to do a better job of looking at transportation as a "system," rather than as a collection of individual projects. A systems view of transportation, he said, would include evaluation of land-use plans and community development programs, as well as the economic and social needs of neighborhoods.

"We tend to look at projects in isolation, but what we should be doing is looking at them as a system," Kim said. "There's been insufficient consideration of multimodal travel behavior in which we're considering walking, biking, driving, bus and rail as part of an overall system."

Kim added that transportation decisions are often done with very little regard for the public. Projects such as the \$5.5 billion city rail transit system are highly politicized and have more to do with land, power and money than they do public good.

"It's been about winning or losing battles, rather than designing and building effective solutions for meeting the real transportation needs of communities," Kim said.

But Kim said near the end of Morioka's term, the department did make an effort to get the public involved in some of the decision making.

The DOT took a proposed statewide transportation plan to each island for public input and also created transportation advisory committees made up of citizens. Still, Kim said, some of these initiatives may be "too little, too late, given the magnitude of the problem that we have in terms of transportation."

Morioka said he believes that the department has increased public involvement in the planning of major projects. He said he has taken a more business-like approach by treating the public as his customers.

"We've been much more engaging with the public than in the past," Morioka said. "I think the public has appreciated that because they have a direct connection with us, rather than just meeting with staff."

Morioka acknowledged that much more could be done if the state had more funds to work with. He said transportation projects are limited because the state receives an average of \$140 million in federal funds each year for transportation-related projects.

Federal funds account for 80 percent of the capital improvement projects budget, so a project such as the Lahaina bypass will take up more than half of the available funds, he said.

Overall, however, Morioka believes that the department and the state's transportation system are better off now than when he first took office in 2007.

"It's been nice to see some of these projects actually completed while we're still here," Morioka said. "But it's going to be nice to be sitting on the side as well and seeing some of the projects that we initiated come to completion."

Mike Formby was promoted from deputy director of the Harbors Division to fill out the remaining weeks in Morioka's term in office. Formby said his main objective is to see that the accomplishments made by the department are followed through by the next administration.

"Historically, when you look back over the last four changes in administrations, what you see is sometimes these types of initiatives get canned or are completely scaled back," Formby said. "We don't want that to happen. We want to keep those plans moving."

Hawaii construction projects

Some of the major Department of Transportation projects that were planned or executed during Morioka's tenure:

- \$2.3 billion Airports Modernization Plan
- \$618 million Harbors Modernization Plan
- \$110 million H-1 Freeway-Middle Street widening on Oahu
- \$77 million Lahaina bypass on Maui
- \$76 million Queen Kaahumanu Highway widening phase II on the Big Island
- \$55 million H-1 Freeway PM contraflow lane on Oahu
- \$39 million Kaunualii Highway widening on Kauai
- \$16 million H-1 Freeway Kapolei Interchange

Source: *Hawaii Department of Transportation*

clum@bizjournals.com | 955-8001

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West Loch aerial perspective
Photo: Honolulu Rail Transit

More than \$38 million for Hawaii transportation projects secured

September 26th, 2010 8:06 pm HADT

By [Sandi Yara](#), Oahu Transportation Examiner

Great news ... Senator Daniel Inouye and Senator Daniel Akaka announced recently (9-22-10) that Hawaii is receiving \$38,196,841 to pay for preliminary engineering for the Honolulu rail-transit project, purchase new buses, and fund improvements to Kaunakakai small boat harbor on the island of Molokai.

The lion's share of the money, \$34,990,000, is earmarked for the City and County of Honolulu to fund the preliminary engineering of the 20-mile elevated rail line that will connect West Oahu with downtown Honolulu and Ala Moana Center.

What this means is that the Honolulu Rail Transit Project moves forward (without the \$1.55 billion payday that is currently stalled awaiting Governor Lingle's signature).

Honolulu also receives \$1,548,000 to buy new buses and para-transit buses as part of an effort to maintain and refurbish their current fleet of 531 vehicles.

Major kudos to Senator Inouye who said, "The rail transit project will create jobs and help Hawaii decrease its dependence on imported oil by providing an affordable alternative to driving. **I remain committed to this project and will continue to do everything I can at the federal level to fund the work and ensure its timely completion.**"

Senator Akaka chimed in and said, "It is time to move forward on rail to finally give Oahu residents a new alternative to sitting in some of the worst traffic in the nation.

You gotta be thankful that Hawaii's 'original' rail champion – Senator Inouye – is so on it!

Tags: [Rail](#), [honolulu](#), [Senator Inouye](#), [Honolulu Rail Transit](#)

Star Advertiser

Police radio problems bode ill for rail costs

I, like so many other people, oppose rail for a number of reasons, but none could be so succinctly summed up as neatly as your first paragraph regarding the flawed police radio system: "Design flaws and poor management during the installation of the radio system for HPD led to millions in cost overruns that nearly doubled the price tag to \$64.8 million, a city audit shows" ("[Audit loud and clear on big flaws in police radio system](#)," Star-Advertiser, Sept. 24).

Enough said.

Pat Kelly
Honolulu

City's \$30M overrun a warning

POSTED: 01:30 a.m. HST, Sep 27, 2010

Exceedingly sloppy management by the city has resulted in a gigantic waste of tax dollars to make sure that the police radio system works like it should. The incoming city administration must ensure that the lackadaisical treatment of the radio system contract will not justify concerns by opponents of Oahu's rail transit that its cost will greatly exceed today's estimate.

A contract initiated in the final months of the Frank Fasi administration in 1994 to install a police radio system was intended to be completed in three years at a cost of \$34 million. It ended up \$30 million overbudget, at a cost of \$64.8 million, and took 11 years -- through the Jeremy Harris terms and halfway through the Mufi Hannemann administration -- to complete the 800 megahertz system. That expenditure of tax dollars amounts to more than one-third of the entire annual operating budget of the Honolulu Police Department.

An audit ordered by the City Council seven years ago and completed last month determined that design flaws and poor management of the telecommunications system project caused the cost overruns and system problems. The audit found that the city approved changes and time extensions to the contract with Ericsson-General Electric Mobile Communications.

The contract stated that the city could have fined Ericsson-General up to \$500 a day, with a total cap of nearly \$10 million for failing to meet deadlines. The city blew it "because it approved the time extensions for the project, approved the change orders and contract amendments, accepted the system and approved the contract as complete," the audit noted.

Unbelievable. And now, the statute of limitations has expired.

The city's Department of Design and Construction was the project manager so should have been in control of the contract's implementation, but this was bureaucracy at its worst. Ericsson-General Electric occasionally would propose that HPD make changes exceeding the contract's original specifications, and HPD was allowed to request changes without the city design agency's sign-off, according to the audit.

Along the way, screw-ups abounded. The original plan specified the wrong equipment, and some became obsolete during the period of the work. Design flaws were spotted and changes made that were "necessary for officer safety, especially where criminal activity was high," the audit explains. Thirty-one change orders and four contract amendments were issued.

And now, after all that, the age of the system is "an emerging risk," the audit warns. In the interest of safety -- of both the public and police officers -- a risk-management analysis is being urged.

This fiasco, particularly in such trying financial times, is frightening when considering the numerous contracts to be involved in design and construction of the rail transit project, now estimated to cost \$5.5 billion. Mayor-elect Peter Carlisle should make sure early that the roles of city agencies and, if adopted by voters, the semiautonomous transit authority will not turn into an overlapping fiscal nightmare.

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Rail vote used trick question

Duane Sayer's letter ("Abercrombie, Carlisle pro rail," Star-Advertiser, Sept. 22) implies that the voters favor rail.

I think that the voters were tricked into passing the rail by a very carefully worded question that barely passed on the ballot, and this was before the economy went bad.

Rather than asking Oahu residents, "Are you in favor of building an elevated rail system from West Oahu to Ala Moana Shopping Center, yes or no?" the question on the ballot was: "Shall the powers, duties, and function of the city, through its director of transportation services, include establishment of a steel wheel on steel rail transit system?"

After years of pushing by the Hannemann administration, and now that the primary election is over, people have pretty much resigned themselves to the fact that the building of the rail will begin, even if we cannot afford it.

Ted Kanemori
Kaneohe

Jonh Serikawa (Member758) | Manage Account | Sign Out

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Tuesday, September 28th, 2010

HONOLULU CIVIL BEAT

Honolulu, HI 6:45 AM

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Opinion: Honolulu Should Not Start Rail Construction Until Engineering is Complete and Final Cost is Known

By John Brizdle | 09/28/2010

The city is saying it wants to start building rail immediately after the governor signs off on the Final Environmental Impact Statement (FEIS) and the Federal Transit Administration (FTA) recognizes this event by issuing a Record of Decision.

Is this a good idea?



HonoluluTransit.org

Member Content

The Record of Decision is the last step in the NEPA process (National Environmental Protection Act). The next step in the FTA New Starts process (the FTA program we are in) is to complete the Preliminary Engineering stage. We are in the Preliminary Engineering stage now (there are 13 other cities that are also in Preliminary Engineering according to the FTA 2011 New Starts report).

After applicants finish the Preliminary Engineering stage, they apply to the FTA to enter Final Design (there are 11 other cities that are currently in Final Design). In the Final Design stage, the applicant finishes the engineering process and develops the bid documents. When the Final Design stage is complete, the FTA will enter into contract talks with the applicant for a Full Funding Grant Agreement (there are 8 other cities that already have Full Funding Grant Agreements). Only when the contract is signed does the FTA funding become a reality.

So, why does our city want to start construction before finishing the engineering and before getting a signed contract for FTA funding? Isn't this risky?

At this time the city has no idea what the final bill will be for rail. It only has an estimate. Here is a good example. City engineers say that when test drilling is complete (test drilling is only now beginning on the first 6 miles), the appropriate structural engineers will design the underground support for the 700 rail columns (20 miles divided by 150 feet). This underground support system could be 30 feet deep (if the soils analysis allows for caissons) or 150 feet deep (if the soils analysis calls for piles). Either solution will require 700 rectangular construction zones to build the cement cap that will be on top of the underground solution and at the bottom of each rail column. According to the FEIS, underground utilities that are under the caissons or piles will be moved.

As the rail project is engineered through downtown, this underground support system will be problematical. Will utilities be shut off for businesses? Will pile driving cause utility leaks? Will pile driving cause near-by building damage? Will the cement caps over the caissons or piles disturb iwi? Will there be lawsuits? How much will this phase of the construction cost? At this time, we do not have answers to these questions.

The FTA recognizes that New Starts projects like ours get more expensive as the projects move through to the Final Design stage (in other words they finish the engineering). In a 2007 Report on 21 New Starts projects (FTA/Reports & Publications/Other Reports/ New Starts: Predicted and Actual Report on Capital Costs and Ridership), the FTA found that, "On average, for the 21 projects completed between 2003 and 2007 actual construction costs exceeded the inflation-adjusted estimates developed in alternatives analysis by 40.2 percent, the final design entry cost estimates by 11.8 percent, and the FFCA estimates by 6.2 percent".

The current rail financial plan allocates all 15 years of the estimated transit excise tax and all of the promised FTA funds. If the project costs more, where will the funding come from? The FTA 2007 report suggests that our current (FEIS) project cost of 5.513 billion dollars may continue to rise.

This FTA report should be a warning to Honolulu. Our city leaders should not start any rail construction until the engineering is complete and the FTA has signed an agreement stating their contribution. If we take this prudent approach and wait until the New Starts process is complete, we will know what construction problems lie ahead and if we can afford rail.

DISCUSSION: What do you think about John Brizdle's argument regarding Honolulu's rail project? Should the city follow his guidance? *Share your thoughts in our rail discussion.*

John Brizdle began his transportation career in 1974 when he and a partner started E Noa Tours, an early entrant into the min-bus ecotourism market. In 1986, they introduced the Waikiki Trolley to Oahu. The trolleys offered visitors regular route tours (they ran on a fixed route like a bus) to the Hawaii tourism market. In 2000, Brizdle researched and published the book, "Streetcar Days in Honolulu" with historian Mac Simpson. Today, Brizdle works with a tourism software company. Brizdle has been a student of the city's rail project since 2006.

ELECTION PROMOTION

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CIVIL ENGINEERING PROFESSOR PANOS D. PREVEDOUROS, PHD DISCUSSES HIS OPINIONS ON INFRASTRUCTURE ISSUES WITH EMPHASIS ON THE CITY AND COUNTY OF HONOLULU.

tuesday, september 28, 2010

Congestion, Rail, APEC and Hurricane Preparedness: Problems and Solutions

Severe Traffic Congestion Wastes Time and Fuel; Cripples Economy and Tourism

Fix traffic lights, install six underpasses, PPP reversible expressway and express buses, Ewa Beach ferry; intelligent traffic management systems. Read the summary of University of Hawaii Congestion Study for details.

Elevated Heavy Rail Costs Too Much, Does Too Little and Will Be a 20 Year Construction, Eminent Domain and Lawsuit Nightmare for Iwi, Environmental Law Abuses, Agriculture Extinction and Hawaiian Lands Invasion

There is no construction for rail. It is not a legal system to build now; maybe in 2012. Stop the paperwork and the money bleeding now, and move on to real solutions with far smaller cultural, environmental and economic impacts. Assess light transit options such as the Oahu Rail Line that has an over 90% preserved right of way between Waianae and airport.

The 2011 meeting of the Asia-Pacific Economic Cooperation (APEC) will be held in Honolulu -- heads of state, Cabinet ministers, business leaders and other officials will attend summit, Nov. 12-20, 2011, at the Hawaii Convention Center. As many as 10,000 people may attend. **Event management is critical.**

Management by experts with past experience with large special events is necessary. For example I organized two conferences and helped with the 2004 Olympics, as follows:

- 1st ISFO, Athens, Greece, June 4-7, 2006
- 2nd ISFO, Honolulu, Hawaii, June 21-24, 2009
- Halkias, B., Prevedouros, P., et al. Attica Tollway Management in the Athens 2004 Olympic Games. 12th World Congress on Intelligent Transportation Systems, San Francisco, CA, November 2005.

Emergency Resiliency is Non Existent

It is clear that there is no action plan for clearing roads, restoring electricity and providing medical and other vital services to Oahu neighborhoods after a hurricane hits. There is no preparation for it. For starters:

- Core streets need regular tree trimming and proper handling of poles and utilities.
- Placement of trucks, front loaders, ambulances and power units at key locations is essential.
- Emergency docks and "plugs" for Navy Submarines.
- Public second access for Waianae (tunnel to Kunia.)

posted by panos prevedouros at 12:47 pm
labels: [environment](#), [policy](#), [traffic](#), [transit](#)

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Letters to the Editor

POSTED: 01:30 a.m. HST, Sep 30, 2010

Point taken on cost overruns

Monday's editorial ("City's \$30M overrun a warning," Star-Advertiser, Sept. 27) rightly notes that the incoming city administration should be diligent in ensuring that cost overruns don't similarly impact Honolulu's rail project. So it's worth noting that the Rapid Transit Division has already put in place controls to keep rail costs on track.

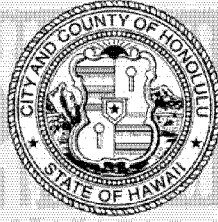
Potential risks and overruns are best avoided or reduced through effective planning and proper attention to detail in the engineering and design process. This is reflected in the city's Project Management Plan, which provides overall guidance to cost control. The Federal Transit Administration also has a comprehensive oversight process, and sophisticated cost-control tools help manage changes to the project's budget.

Developing a transit authority, an initiative before voters in November, would also create greater fiscal efficiencies. A transit authority focused on delivering the transit project would provide a structure similar to other systems nationwide.

A project as important as rail deserves strong, sensible planning and diligent care in cost management -- and that's what RTD delivers.

Toru Hamayasu
General manager, Rapid Transit Division

NEWS RELEASE



DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE

September 10, 2010

CITY TRANSPORTATION OFFICIAL: ALL RAIL CONTRACTS PROPER

(Fri., Sept. 10, 2010)—Toru Hamayasu, Deputy Director, Honolulu Department of Transportation Services, issued the following statement in response to claims made today by City Councilwoman Ann Kobayashi:

“All contracts related to Honolulu’s rail transit project have been awarded fairly and appropriately, as has been proven time and again through independent audits and reviews. The Federal Transit Administration exercises strict oversight of this project.

“The City has provided to Councilwoman Ann Kobayashi in a timely manner all information she has requested, and any claims to the contrary are patently false.

“Given the timing and tone of the councilwoman’s recent statements, and the fact that the information she requested about the rail project was provided to her months ago, it is unfortunate that she seems to be focusing more on her expression of political preference than on the rail project and its contract management.”

NEWS RELEASE



DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE

September 20, 2010

CITY CONTINUES ENGINEERING WORK IN EAST KAPOLEI AND WAIPAHU

(Mon., Sept. 20, 2010)—As part of the preliminary engineering work for the Honolulu Rail Transit Project, the City & County of Honolulu will conduct shaft testing in East Kapolei beginning Tuesday and later in Waipahu. During this time, current soil testing for the project will continue along Farrington Highway.

The shaft and soil testing will provide important data that will be used in the design of the first 6.5-miles of guideway for the rail transit route between East Kapolei and Pearl City. Kiewit Infrastructure West Co., selected to design and construct the first segment of the rail route, has been authorized by the City to conduct the shaft testing.

“I am pleased to see continued progress with the Honolulu Rail Transit Project,” said City Department of Transportation Services Director Wayne Y. Yoshioka. “The shaft and soil testing will provide key information to help properly design the guideway.”

There are eight shaft testing locations along or adjacent to Farrington Highway. Work at each location is scheduled to take approximately six weeks and all work is slated to be completed by late January 2011.

Work along Farrington Highway will require some day and nighttime lane closures during non-peak traffic hours between 8:30 a.m. to 3 p.m., and 6 p.m. to 6 a.m. One lane of traffic in each direction will remain open.

The public will be notified in advance of detours and change of access with traffic control signs, and special duty police officers to direct traffic at affected intersections.

Motorists using Farrington Highway in Waipahu are advised to anticipate possible traffic delays or take alternative routes.

For updates on work days and times, check the project website at www.honolulutransit.org or contact our hotline at 566-2299.

###

Media Contact: Scott Ishikawa – 768-6172

Honolulu Rail Transit Project



H O N O L U L U R A I L T R A N S I T P R O J E C T

566-2299 | www.honolulutransit.org

AR00078721

Honolulu Rail Transit Project Presentation

Salvation Army Kroc Center

September 30, 2010



Agenda

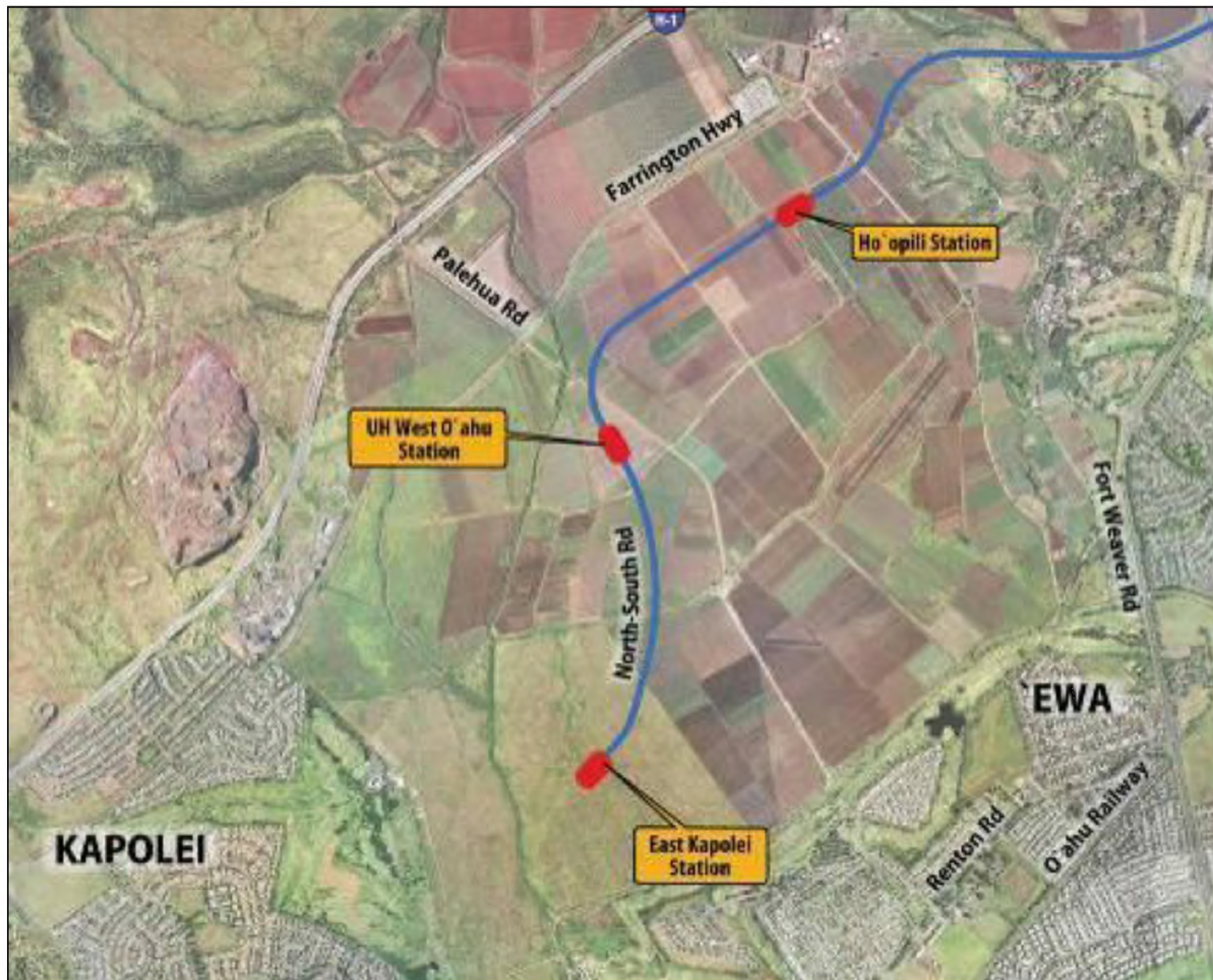
- Project overview
- Final Environmental Impact Statement
- Look of Elevated Rail
- East Kapolei Station design and features
- Transit Oriented Development
- What's Next for the Project

Project Overview

20-Mile Route Kapolei to Ala Moana Center



Project Route in Kapolei



Typical Station Access

- TheBus
- TheHandi-Van
- Walk
- Park-and-Ride
- Kiss-and-Ride
- Bicycle



Artist Rendering

Operating Details

- **When will trains run?**
 - From 4 a.m. to midnight
 - Every 3 minutes at morning and afternoon rush hour
 - 6 minutes at mid-day
 - 10 minutes at night
- **How fast will trains travel?**
 - Over 55 mph top speed; 30 mph average with stops
- **What can I bring on the train?**
 - Luggage, surfboards, bicycles



Operating Details

- **How much will a ride cost?**
 - Same as TheBus; one-way transfers valid on both
- **How do I get to a rail station?**
 - Bus circulators will connect communities to the fixed guideway system
 - Every station will have bus stops, bike racks and sidewalks
 - Four park-and-rides totaling 4,100 parking spaces



Honolulu High-Capacity Transit Corridor Project
FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

East Kapolei
 Lili'ue West Oahu
 Hialeah
 West Loch
 Waipahu Transit Center
 Leeward Community College
 Pearl Highlands
 Pearlridge
 Aloha Stadium
 Pearl Harbor Naval Base
 Honolulu International Airport
 Lagoon Drive
 Middle Street Transit Center
 Kakaia
 Kapilania
 Heaia
 Chinatown
 Downtown
 Civic Center
 Kakaia
 Ala Moana

U.S. Department of Transportation
 Federal Transit Administration

JUNE 2010

Where to Find Final EIS

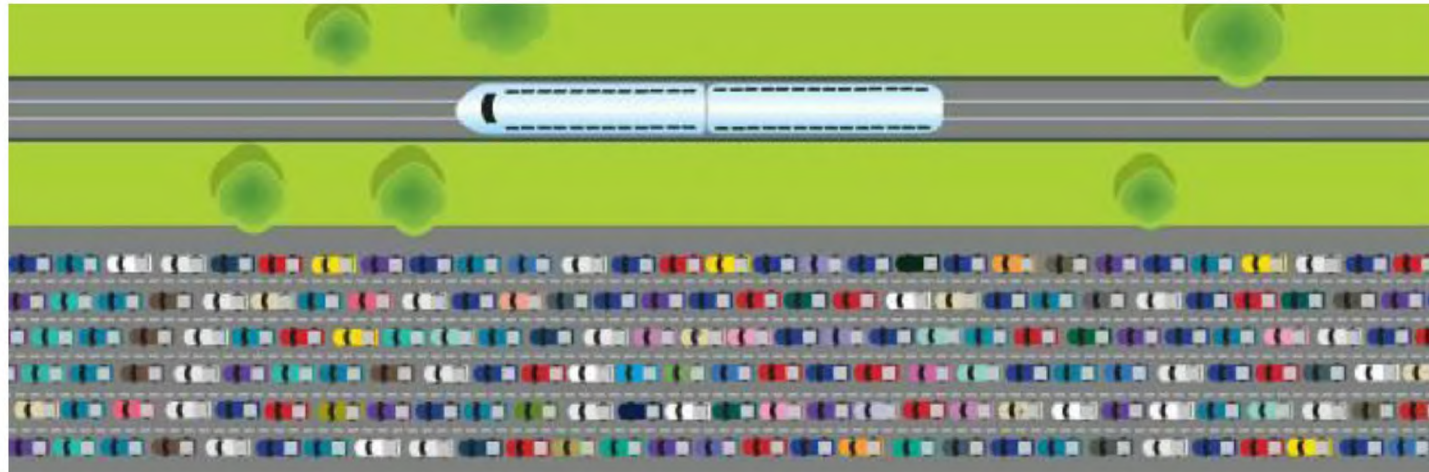
- Project website: www.honolulutransit.org
- City library & Department of Transportation Services
- All state libraries
- Order free DVD by calling 566-2299 or e-mailing info@honolulutransit.org

Travel Times from East Kapolei

To:	Time:
Waipahu	11 minutes
Pearlridge Center Station	18 minutes
Airport Station	26 minutes
Downtown Station	38 minutes
Ala Moana Center Station	42 minutes

Transportation Benefits

- Estimated 116,000 average weekday ridership in 2030
- Reduced traffic delay by 18% in 2030
- Estimated 40,000 fewer vehicles on the road in 2030



Sustainable Environment

- REDUCED because of rail:
 - About 4% less air pollution
 - About 2% less energy consumption
 - Greenhouse gas reduced by 124 million pounds per year
 - Fuel consumption reduced by 33,000 gallons per day
 - Electrically-powered rail could use renewable energy sources

Data source: Final Environmental Impact Statement, June 2010

Sustainable Economy

- Creates about 10,000 jobs a year from construction
- Supports Kapolei as urban center
- Redevelopment around stations
- Anchor for smart growth



Finances On Track

- GET surcharge revenue is 99.6% of projections
- Independently reviewed by local business leaders
 - Business Roundtable
- Construction costs \$150 million less than projected

What Could Elevated Rail Look Like in Honolulu?

Farrington Highway near Waikele Road



Simulation

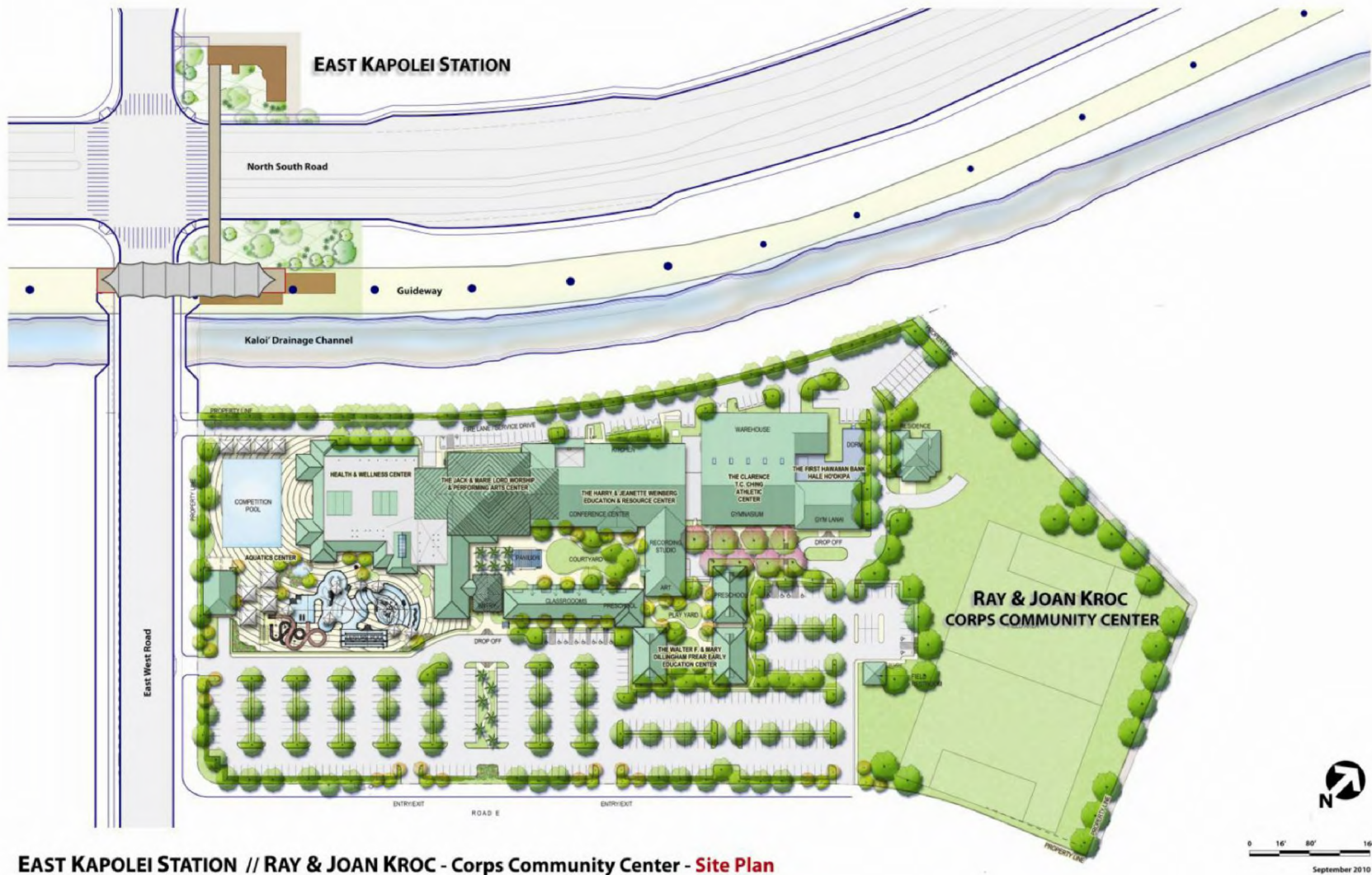
Aloha Stadium

Simulation



East Kapolei Preliminary Station Design and Features

Site Plan – East Kapolei Station



EAST KAPOLEI STATION // RAY & JOAN KROC - Corps Community Center - Site Plan

Artist Rendering

Ground Level Plan – East Kapolei Station



Artist Rendering

Aerial View – East Kapolei Station



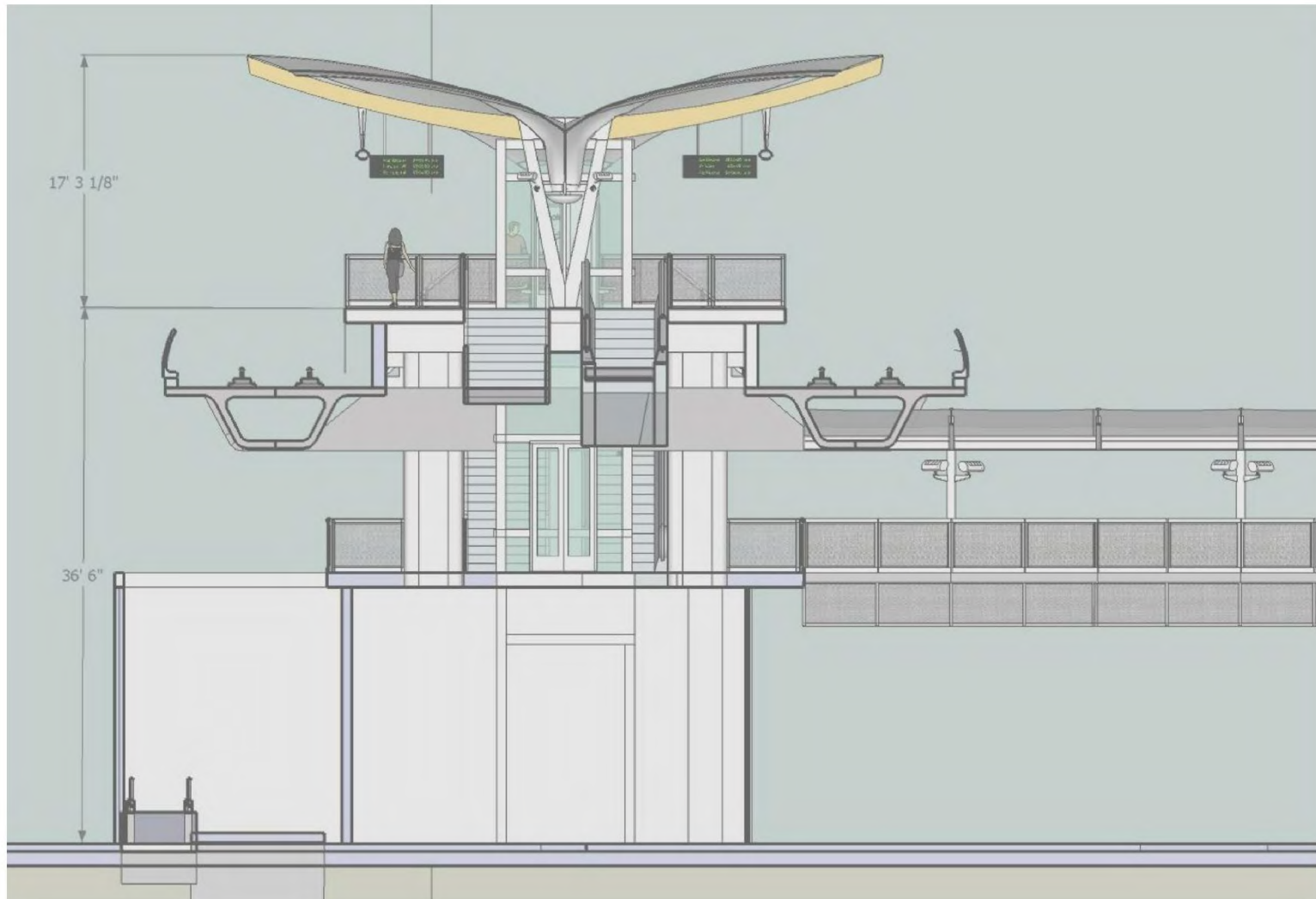
Aerial View – East Kapolei Station



East Kapolei Side View



East Kapolei Section View



Canopy Design Concept



Artist Rendering

Platform View



Artist Rendering

Informational Signage



Artist Rendering

[illegible]

Conceptual Signage

Transit-Oriented Development

- Optimize resources and infrastructure
- Communities & businesses planned around transit access
- Publicly enabled, privately invested



East Kapolei DRAFT TOD Plan

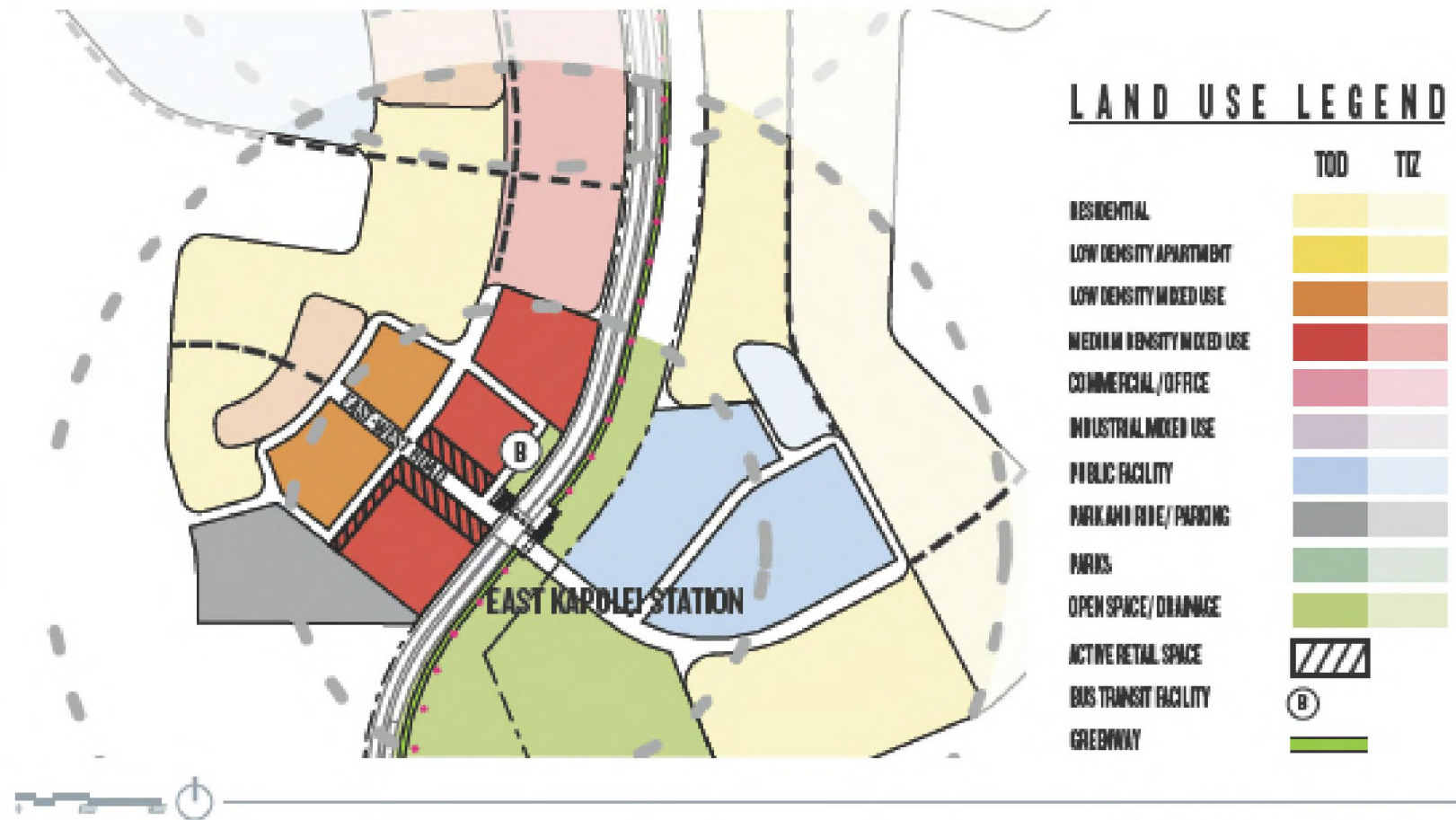


FIGURE 18 - East Kapolei Station Land Use Plan

Next Steps

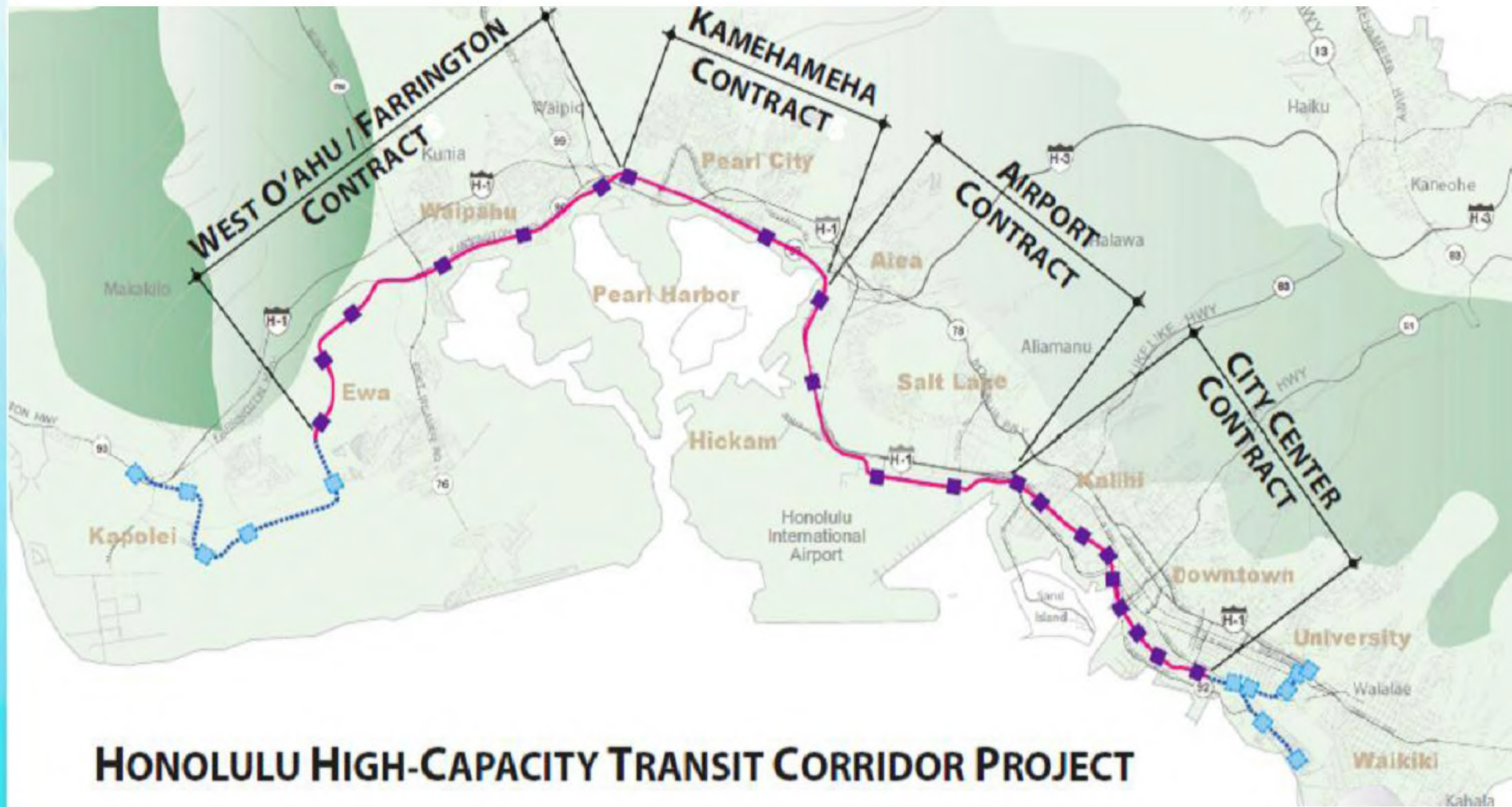
- Final EIS review and acceptance by Governor
- Record of Decision (ROD) from Federal Transit Administration
- Groundbreaking

Transit Authority

- City Council approved placing this question on ballot:

“Shall the revised City Charter be amended to create a semi-autonomous public transit authority responsible for the planning, construction, operation, maintenance, and expansion of the City’s fixed guideway mass transit system?”

Contract Packaging



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Contracts Awarded

Contract	Awarded To	Amount	Under Budget
WOFH Design-Build	Kiewit	\$482 million	\$90 million
Maintenance and Storage Facility	Kiewit/ Kobayashi	\$195 million	\$60 million
West Loch, Waipahu Transit Center, and Leeward Community College Station Design	HDR/Hawaii Pacific Engineers	\$5.5 million	

Rail Transit Resources

- Monthly newsletter
- www.honolulutransit.org
- Twitter.com/HNL_RTD (@HNL_RTD)
- Youtube.com/honoluluonthemove
- Facebook – search Honolulu Rail Transit
- ‘Ōlelo – Sundays at 4:30pm

Mahalo!



NEWS RELEASE



DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE

September 20, 2010

CITY CONTINUES ENGINEERING WORK IN EAST KAPOLEI AND WAIPAHU

(Mon., Sept. 20, 2010)—As part of the preliminary engineering work for the Honolulu Rail Transit Project, the City & County of Honolulu will conduct shaft testing in East Kapolei beginning Tuesday and later in Waipahu. During this time, current soil testing for the project will continue along Farrington Highway.

The shaft and soil testing will provide important data that will be used in the design of the first 6.5-miles of guideway for the rail transit route between East Kapolei and Pearl City. Kiewit Infrastructure West Co., selected to design and construct the first segment of the rail route, has been authorized by the City to conduct the shaft testing.

“I am pleased to see continued progress with the Honolulu Rail Transit Project,” said City Department of Transportation Services Director Wayne Y. Yoshioka. “The shaft and soil testing will provide key information to help properly design the guideway.”

There are eight shaft testing locations along or adjacent to Farrington Highway. Work at each location is scheduled to take approximately six weeks and all work is slated to be completed by late January 2011.

Work along Farrington Highway will require some day and nighttime lane closures during non-peak traffic hours between 8:30 a.m. to 3 p.m., and 6 p.m. to 6 a.m. One lane of traffic in each direction will remain open.

The public will be notified in advance of detours and change of access with traffic control signs, and special duty police officers to direct traffic at affected intersections.

Motorists using Farrington Highway in Waipahu are advised to anticipate possible traffic delays or take alternative routes.

For updates on work days and times, check the project website at www.honolulutransit.org or contact our hotline at 566-2299.

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Media Contact: Scott Ishikawa – 768-6172



West O'ahu/Farrington Highway Guideway Contract

SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of September 5, 2010)

The City & County of Honolulu and Kiewit Infrastructure West Co. want drivers to know that preliminary engineering field work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (September 5 - September 12) along the Farrington Highway median and shoulder between Ala Ike Street and Aloun Farms.

In addition, work will be done at a location on Kamehameha Highway and in East Kapolei.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit Honolulutransit.org or call the Honolulu Transit's information line at 566-2299.



West O'ahu/Farrington Highway Guideway Contract

SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of September 12, 2010)

The City & County of Honolulu and Kiewit Infrastructure West Co. want drivers to know that preliminary engineering field work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (September 12-September 19) along the Farrington Highway median and shoulder between Kahualii Street and Aloun Farms.

In addition, work will be done along Farrington Highway H-1 East on ramp shoulders.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit Honolulutransit.org or call the Honolulu Transit's information line at 566-2299.



West O'ahu/Farrington Highway Guideway Contract

SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of September 19, 2010)

The City & County of Honolulu and Kiewit Infrastructure West Co. want drivers to know that preliminary engineering field work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (September 19-September 26) along the Farrington Highway median and shoulder between Kahualii Street and Kualakai Parkway.

In addition, work will be done along Kamehameha Highway between Acacia Road and Ala Ike Street.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit Honolulutransit.org or call the Honolulu Transit's information line at 566-2299.



West O'ahu/Farrington Highway Guideway Contract

SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of September 26, 2010)

The City & County of Honolulu and Kiewit Infrastructure West Co. want drivers to know that preliminary engineering field work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (September 26 – October 3) along the Farrington Highway median and shoulder between Kahualii Street and Kualakai Parkway. Crews will also be working along the H-1 eastbound median and shoulder at the H1 and H2 merge.

In addition, work will be done along the Farrington Highway H-1 east on-ramp shoulders, Ala Ike St at Leeward Community College and 96-157 Kamehameha Highway.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit Honolulutransit.org or call the Honolulu Transit's information line at 566-2299.



West O'ahu/Farrington Highway Guideway Contract

Traffic Update
Week of September 5, 2010
Kiewit Preliminary Engineering Field Work

Traffic Impacts:

- Crews will be working 6 p.m. to 6 a.m. (westbound and eastbound) along Farrington Highway between Ala Ike Street and Aloun Farms on the median and shoulder with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working 7 a.m. to 4 p.m. at a location on Kamehameha Highway.
- Crews will be working 7 a.m. to 4 p.m. in East Kapolei.

Traffic Plan:

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- One lane of traffic in each direction along Farrington Highway will remain open.
- Between Old Ft. Weaver Road Loop and Aloun Farms the two lane highway will be counter flowed using one lane.

Contact Us:

For more information, community members can visit honolulutransit.org or call the information line at 566-2299.

Summary:

Last year, Kiewit Infrastructure West Co. was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During the pre-engineering field work, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.



West O'ahu/Farrington Highway Guideway Contract

Traffic Update Week of September 12, 2010 Kiewit Preliminary Engineering Field Work

Traffic Impacts:

- Crews will be working 6 p.m. to 6 a.m. (westbound and eastbound) along Farrington Highway between Kahualii Street and Aloun Farms on the median and shoulder with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working 7 a.m. to 4 p.m. along Farrington Hwy H-1 East on ramp shoulders.

Traffic Plan:

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- One lane of traffic in each direction along Farrington Highway will remain open.
- Between Old Ft. Weaver Road Loop and Aloun Farms the two lane highway will be counter flowed using one lane.

Contact Us:

For more information, community members can visit honolulutransit.org or call the information line at 566-2299.

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West O'ahu/Farrington Highway Guideway Contract

Traffic Update Week of September 19, 2010 Kiewit Preliminary Engineering Field Work

Traffic Impacts:

- Crews will be working 6 p.m. to 6 a.m. (westbound and eastbound) along Farrington Highway between Kahualii Street and Kualakai Parkway on the median and shoulder with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working 6 p.m. to 6 a.m. along Kamehameha Highway between Acacia Road and Ala Ike Street.

Traffic Plan:

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- One lane of traffic in each direction along Farrington Highway will remain open.
- Between Old Ft. Weaver Road Loop and Aloun Farms the two lane highway will be counter flowed using one lane.

Contact Us:

For more information, community members can visit honolulutransit.org or call the information line at 566-2299.

Summary:

Last year, Kiewit Infrastructure West Co. was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During the pre-engineering field work, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.



West O'ahu/Farrington Highway Guideway Contract

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Traffic Update Week of September 26, 2010 Kiewit Preliminary Engineering Field Work

Traffic Impacts:

- Crews will be working 6 p.m. to 6 a.m. along Farrington Highway between Kahualii Street and Kualakai Parkway on the median and shoulder with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working 5:30 p.m. to 3 a.m. along the H-1 eastbound median and shoulder at the H-1/H-2 merge.
- Crews will be working 6 p.m. to 6 a.m. along the Farrington Highway H-1 east on-ramp shoulders.
- Crews will be working 7 a.m. to 4 p.m. at 96-157 Kamehameha Highway.
- Crews will be working 6 p.m. to 6 a.m. Ala Ike St at Leeward Community College.

Traffic Plan:

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- One lane of traffic in each direction along Farrington Highway will remain open.
- All H-1 & H-2 Eastbound lanes of traffic will remain open.
- Between Old Ft. Weaver Road Loop and Aloun Farms the two lane highway will be counter flowed using one lane.
- The two lane Ala Ike Street end at Leeward Community College will be counter flowed using one lane.

Contact Us:

For more information, community members can visit honolulutransit.org or call the information line at 566-2299.

Summary:

Last year, Kiewit Infrastructure West Co. was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During the pre-engineering field work, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to

Kiewit Infrastructure West Co.
94-235 Leoku Street / Waipahu, HI 96797 / Tel: (808) 679- 0600



Kiewit



West O'ahu/Farrington Highway Guideway Contract

the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.

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